

BIKES: EUROPEAN GRAND PRIX SPECIALS

MOTORCYCLE ACTION

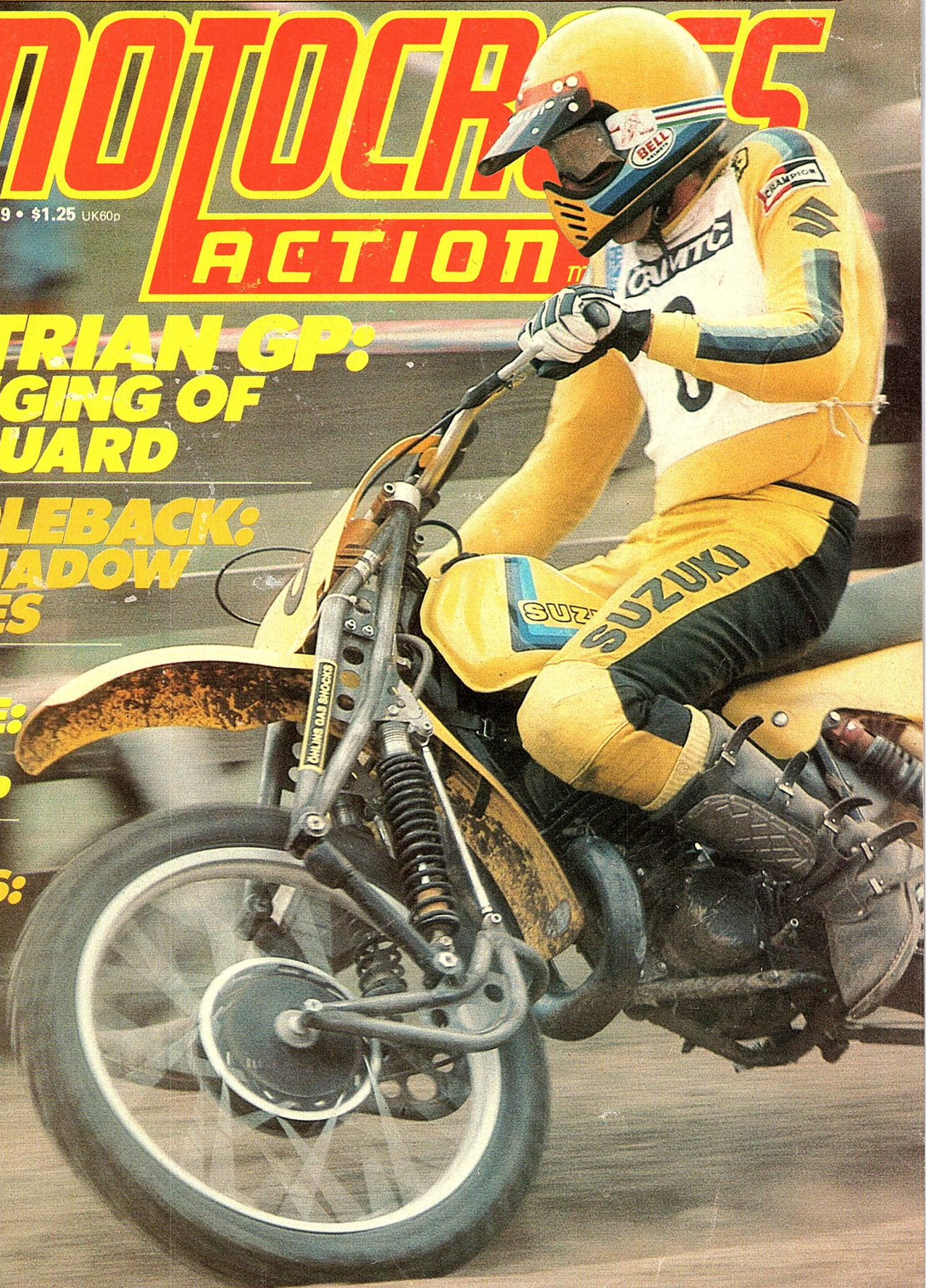
AUGUST 1979 • \$1.25 UK60p

**AUSTRIAN GP:
CHANGING OF
THE GUARD**

**SADDLEBACK:
THE SHADOW
STRIKES**

**SHORT
PEOPLE:
WORLD
MINI GP**

**RM
SHOCKS:
QUICK
FIX**



TEAM UP WITH



GRAND PRIX PANTS
REX STATEN

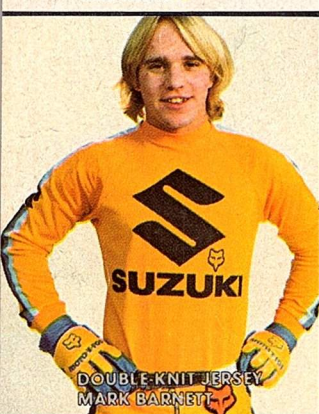


SUPERFOX PANTS

FROM
\$69



TEAM KAWASAKI'S BRAD LACKEY



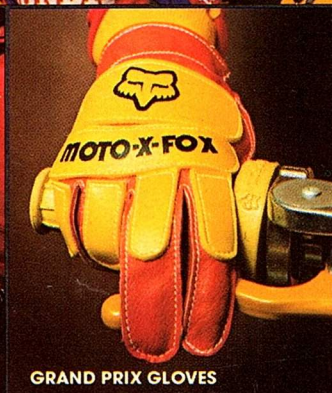
DOUBLE-KNIT JERSEY
MARK BARNETT



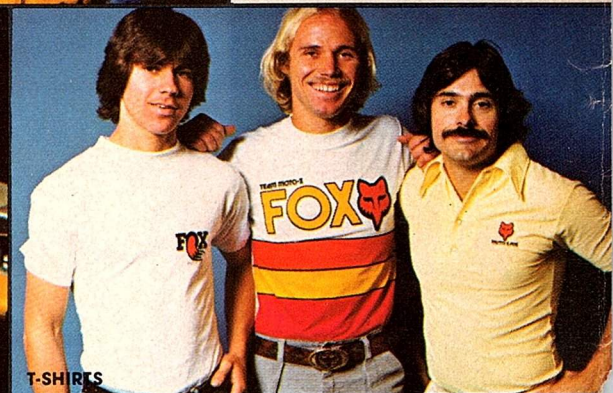
SUPERFOX JERSEY



SUPERFOX GLOVES



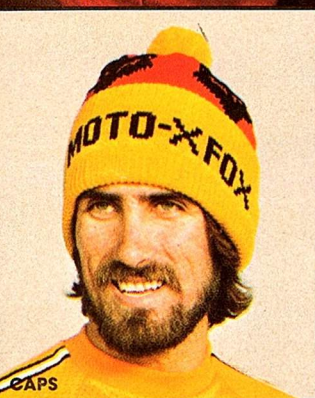
GRAND PRIX GLOVES



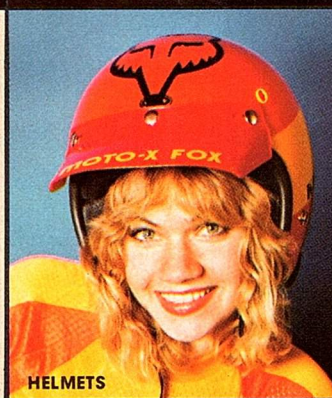
T-SHIRTS



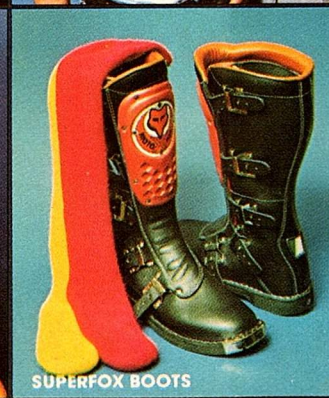
T-SHIRT



CAPS



HELMETS



SUPERFOX BOOTS

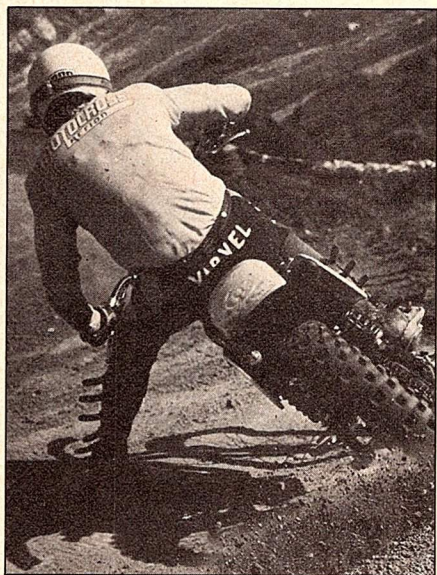


MOTO-X FOX/"WE RACE WHAT WE SELL, AND SELL WHAT WE RACE."

520 McGlinchy Lane, Campbell, CA 95008 (408) 371-1221



BRYAN WADE



MONTESA 414VE



NEW TOYS

MOTOCROSS

ACTION MAGAZINE

AUGUST 1979
Volume 7, No. 8

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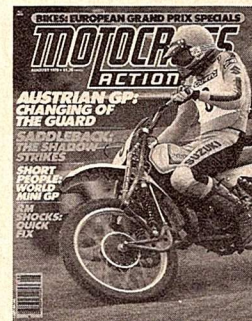
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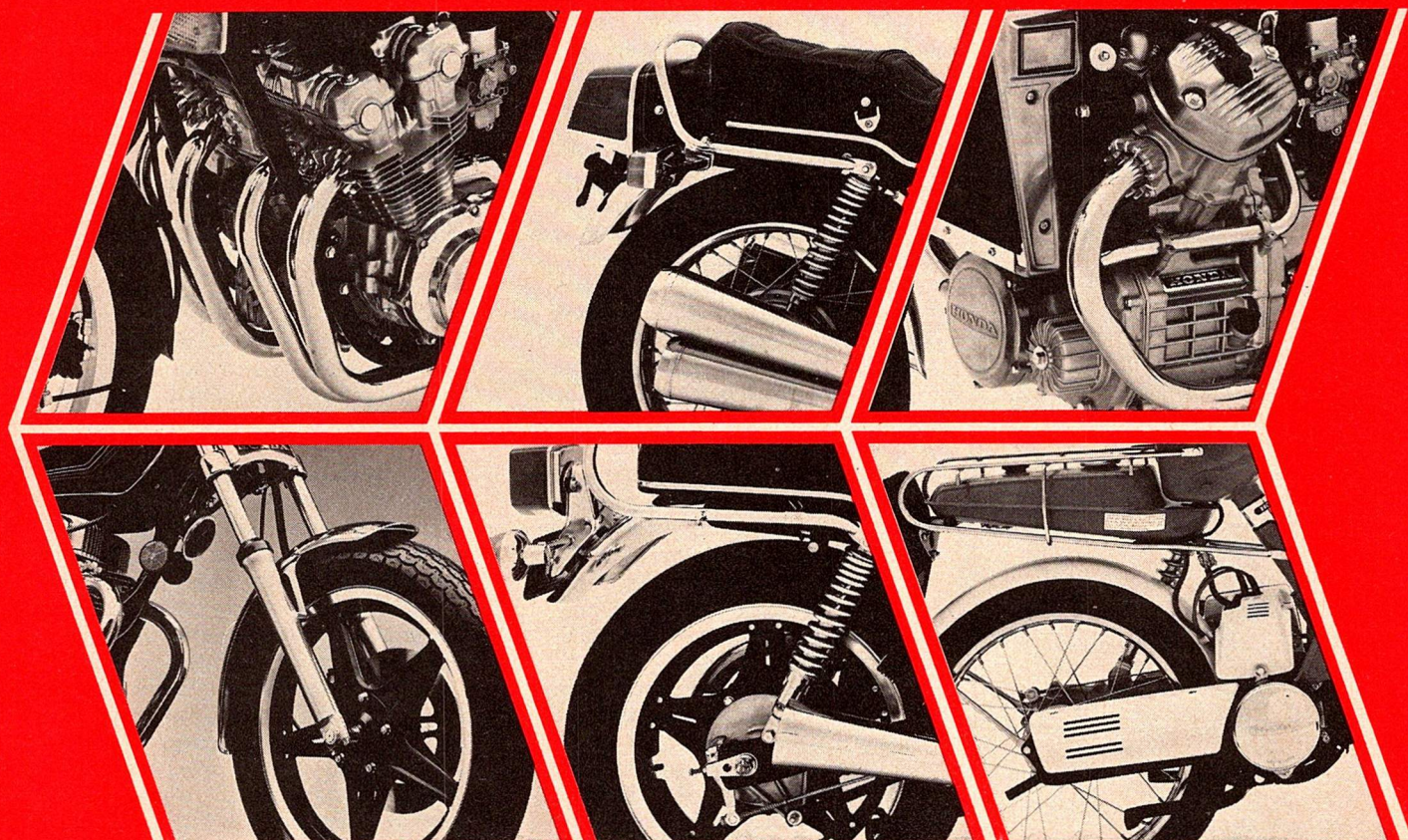
COVER: — Roger De-Coster's multi-linked forks have opened a new era in the suspension revolution. Photo by suspension revolutionary Geoff Fox on assignment in Austria.

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Honda 1980

New Model Premiere:

CB750F, CB750K, CX500C, CM400T, NC50 and more.



Red Hot. And ready to roll in August.

Excitement runs high when new models are about to be released—especially when they're new Hondas! It's hard to wait for a year-end curtain call, so we're unveiling our most popular street machines ahead of schedule. The new model year is slated to start at your local Honda dealer in early August; and with it some exciting new

1980 models, like the CB750F, CB750K, CX500C, CM400T, and NC50 Express.[™] With more to come.

Changes abound. From technological refinements to dynamite new styling treatments. And, of course, they're wrapped up in new 1980 Honda colors and graphics. In looks and performance, the best in street machinery

promises to be the best ever! So get on down to your local Honda dealer, and be the first in line to see the first of the 1980 Honda line. They're gonna go fast!

*Selected models only.

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GOING STRONG!

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On The Mainjet

By Dick Miller

"Gasoline is the blood of our society; its mobility. This so-called gas shortage is like taking a horse away from a cowboy. They used to shoot people for stealing horses."

—Rudy Onderwyzer

□ The current California gasoline crunch is an object lesson, not just for the state, but for the nation as a whole. If it can happen here, then it can happen elsewhere, if it hasn't already. It takes anywhere from 40 to 90 days from the time this story leaves my typewriter until the time it's pushed through your mail slot at home or you can find it at your local MXA magazine dealer. During such a short time span, major occurrences can happen that can make an impact on our lives, that will have lasting effects or will be forgotten as quickly as they have come. I think I will remember this particular occurrence.

Nothing seems to put things into their proper perspective like being absent from your surroundings for a short period of time and then returning, only to find that something has changed. If you have a young child or an animal, you don't seem to notice their growth as much, unless you are away from them for a while. It is the same situation with rising prices. You don't get the full impact when a price changes gradually on a daily basis.

In late February when I was in Guam and Saipan, for some motocross events, gasoline at the local independent gas pump was around 57 cents (regular) in the San Fernando Valley area of Southern California. In Texas there were places where it sold for 49 to 52 cents a gallon. In Saudi Arabia it was 22 cents, and in Europe it was, in some places, \$2.50. When I returned from the Northern Pacific a couple of weeks later and pulled my Dodge van into my local friendly gas station, the price was 20 cents higher and he wasn't so friendly. It was more noticeable to me, since I'd been gone and hadn't experienced the one- or two-cent change that was happening daily. A few phone calls to several parts of the U.S. found virtually no changes elsewhere. Strange!

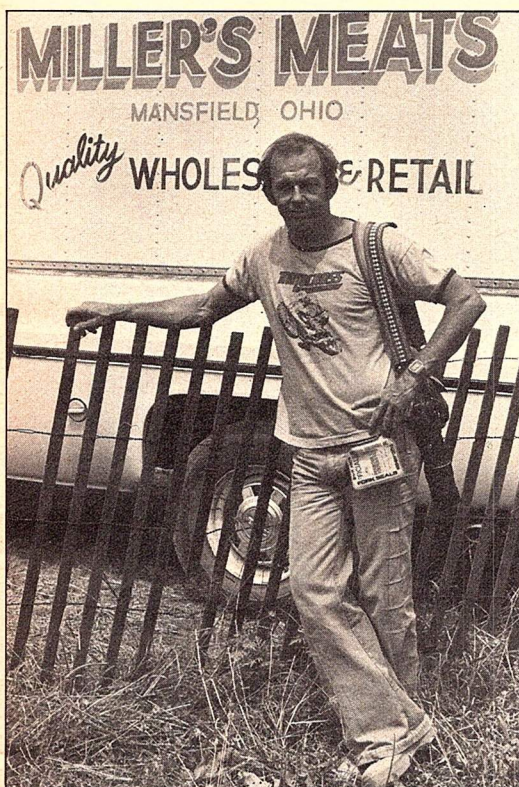
Two months later, as I write this, gas is now 99.9 cents a gallon, if I can find it, and there is chaos in the streets. People are blowing themselves up trying to syphon gas with vacuum cleaners, shooting and stabbing each other when they try to cut into long, long gas lines or for any other reasons caused by the frustrations of the situation.

It's the law of supply and demand in as perfect an example as an economics teacher could envision. When you have

something in demand, such as gasoline, that is in short supply, then raise the price until the supply catches up with it or there are other alternatives. Unfortunately, there are few alternatives on such short notice for a society as mobile as ours, and more frustrating is the fact that almost anywhere else in the U.S. the problem is non-existent... so far! We have demonstrated here in this unique situation that we will pay (have to pay) whatever is asked by the oil companies, so you can be sure that they are not going to ignore the potential profits in your area. Sorry, guys, if you had been here you'd understand better.

Now that we've gotten some of the preliminaries out of the way, let's see what effect it's having on our industry and sport. First of all, there is a huge demand for street bikes and mopeds because of their better mileage per gallon potential. A side benefit is the ease of getting gas at the pump in the case of long lines at your favorite (or any) gas station. If there is a car at a pump on either side of the island, there usually is a pump not being used, especially on dual pumps, and it is a simple task to put whatever *isn't* being used into your bike. Most people don't mind your doing this, but be wary because of the hostile attitudes inherent in the situation. Of course, another obvious solution is to use the same procedure with a gas can. We've been doing this for years, since we have to mix our gas with oil for a race bike, and all of us own at least one gas can. Locally, they have just enacted a law stating that you can only put two gallons into a gas can (that's if they'll even sell it to you in a can), which doesn't seem very fair, considering the number of devices that run on gasoline besides an automobile equipped for street use. There was a photo in the *L.A. Times* of a guy in line with his power mower. He only had to wait for two hours until he got to the pump, but it was easy to push.

Another example of the supply and demand lesson is the sale of gas cans themselves. Enterprising dealers were selling five-gallon cans for upwards of \$20, and in the newspapers there were ads for "bargains" at ten bucks a pop. The fire departments got into the act by demonstrating how five drops of gasoline make a bomb, and scared (hopefully) a lot of people out of carrying gas around in a can or in anything other than the gas tank of a vehicle. If you race motocross, then you already should know the inherent dangers of gasoline and the transportation of same. Gasoline itself, in the liquid form, is really no problem. It is the vapor that is explosive, which is why you need an air mixture to ignite it in your engine. Too



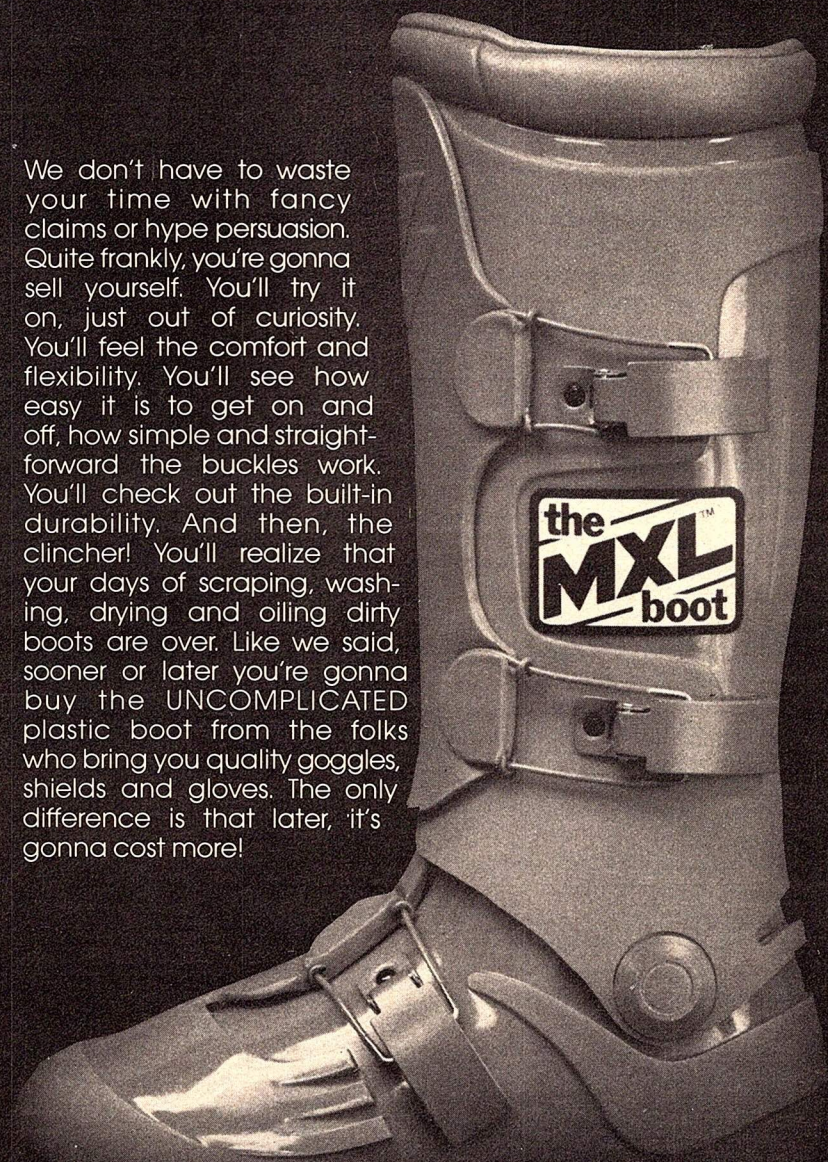
little air and the damn stuff won't ignite. I have seen welders (brave ones) weld brackets on gas tanks that were *full*, but they wouldn't touch one that was *empty* because of the leftover vapors. Incidentally, if you have occasion to weld on a tank, a way of removing the gas vapors or neutralizing them is by purging the tank with the exhaust fumes of your car or truck.

You are probably going to have to defend yourself from criticism regarding your racing a bike and using precious gasoline in a frivolous manner. All forms of motor racing will have the same problem, as will RV vehicles, etc. First of all, it is no one's business what you do with it as long as you pay the price, and the oil companies will make sure that you have a substantial price to pay. It would be very easy to tell whoever asks to mind his own business. Some of us are more articulate in doing this than others, but if you care to justify your consumption of this now-precious commodity, you'll need some arguments, and they should be thought up before you encounter the situation. A simple question asked, such as: "Do you ever go to the show, beach, park, skiing, boating, etc.?" will suffice, since all these endeavors use more gasoline than your racing motorcycle. You could even throw in church if you get desperate, but do so only as a last resort, because we surely don't need any extra problems. What with gouging oil

(continued on page 70)

SOONER OR LATER YOU'RE GONNA BUY THIS BOOT!

We don't have to waste your time with fancy claims or hype persuasion. Quite frankly, you're gonna sell yourself. You'll try it on, just out of curiosity. You'll feel the comfort and flexibility. You'll see how easy it is to get on and off, how simple and straightforward the buckles work. You'll check out the built-in durability. And then, the clincher! You'll realize that your days of scraping, washing, drying and oiling dirty boots are over. Like we said, sooner or later you're gonna buy the UNCOMPLICATED plastic boot from the folks who bring you quality goggles, shields and gloves. The only difference is that later, it's gonna cost more!



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Jody's Box

By Jody Weisel

□ Did you ever have one of those days when the best thing that happened was the sunrise and the worst was that you got up? After spending three consecutive evenings out in the garage detailing out my latest Derbi N-model, I wasn't prepared for a race that lasted only until the fourth corner.

"A fuel filter would have stopped that plastic gunge from clogging the main jet," said that know-it-all Jimmy Mac when I sputtered into the pits with a bad set of pipes in my Mikuni.

"Yeah, where were you last night?" I replied in a generally POed manner.

Suddenly I had a free race day on my hands. My bike had gone "Urrpp" and laid down and died, so I decided to walk around the pits and dispense a lot of free advice and info from my vast reservoir of worthless knowledge. Weaving my way through the pits, around the vans and cars that looked like they had been parked by an Iranian parking attendant, I could hear bits of conversation wafting through the melee.

"Hey, look at the honey over by the fence. Let's saunter over and scope her out," said a spectator sitting on an overflowing ice chest.

His friend, who was balancing on top of two empties, replied, "Naw, she's with one of them there racers!"

"How can you tell?" wondered the first fellow.

"By the exhaust pipe burn on her thigh, you dummy!"

I had planned to weave over by the fence myself, but elected to alter my chosen line to pass by a group of motocrossers standing by the starting line.

"Hey, you got an NGK B8ES? How about a B9ES, then, a Champion N3, W24ES, AG2X, S42XL? Well, how about a B7EJ6 or a W240T2? No! Sheeet, maybe I ought to buy a new bike!"

Since I didn't have any spark plugs on me, I avoided this opportunity to jump in and tell the story of how a chunk of dirt rolled down into my spark plug hole and I had to tear the bike completely apart. They probably already heard it too. Moving quickly by, I headed across the track right after the finish of the second moto. I stopped along the way to help a kid push an old 250 clunker that had broken down. Mercifully, the rider's friend came down to finish the pushing.

"Hey Bernie, why didn't you push it across the finish line? You could get last place points," said his friend as he took



my place at the rear fender.

"It just wasn't worth it," panted the pooped rider.

"Man, that's the trouble with most of you guys," added the now-panting pusher. "You came here to race, didn't you? If you weren't so lazy you might still be in the hunt in the next moto. You spoiled brats make me sick. All you had to do was push it another 100 feet out of your way!"

"Yeah, I guess you're right," said the rider. "Want to go over to the concession stand?"

"Walk all the way over there! You gotta be kidding."

I hot-footed it over to Ketchup Cox's pits right after his moto and jumped in to help him. I figured that if anybody could benefit from my excess expertise, old Ketchup was in dire need. So while he rested I hopped to it and fine-tuned his bike for the second moto. I turned off the gas petcocks, changed the plug, got a wire brush going on the rims and chain, checked the spokes, topped off the tank, tightened a few spokes and worked out an elaborate system of hand signals to keep him posted during the race. As he pushed up to the starting line, I went down to the back straight at Saddleback

to flash signals and point out good lines.

Unfortunately, he never showed up at the back straight. It seems that somebody had turned off his gas valve.

While I was walking back to the pits I passed by a young kid taking photos by the side of the track. Calling forth my many years of posing for photos, I proceeded to give the neophyte photog a few pointers. "First, you got to frame it exactly like you want to see it. Secondly, you should select the correct shutter speed for the action, and finally you should get closer. No, no, I mean get really close. Don't worry, nobody crashes to the inside of a turn. Move right in there to capture the true essence of moto-madness. Closer! Get a little closer," I advised.

"Well, hot damn. I never saw anybody crash like that. You OK, kid? I gotta go now. Take care," I yelled over my shoulder while the kid threw about \$800 worth of shattered Nikon at me.

If you have a free Sunday because of a broken bike, bone, bod, bank, or are just taking a vacation, by all means go to the races. But for peace of mind, sit up on a grassy slope with some cool sounds, warm rays and a luscious Louella. The pits are best left to crazy people. □

THE LATEST IN MOTORCYCLE POOP

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Metropolis, Ca. . . Superman LaPorte has joined forces with PJ1 Super Lubes to protect motocross racers everywhere! Seemingly mild mannered, PJ1 Chain Lube applies water thin to penetrate down deep to where it really counts. . . between your chain's pins and rollers. Then once inside, PJ1's secret blending of molybdenum disulfide and synthetic sperm oil changes to a tough, shock absorbing protective film to fight against heat build-up, chain wear, and your dreaded foe—Flung Chain.

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And to keep these men of steel from flying off into the ozones, there is PJ1 Fork Oil with anti-foaming organosiloxane! Born in the secret of a dyno room, this superior hydraulic fork fluid swells seals and guarantees a long lasting, fadeless combination for instant damping response wherever you race.

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* Suggested List Price.

Send \$14.95 for chain lube sampler, hat, t-shirt (indicate size), 2 patches, 6 decals. Check or money order to: PJ1 Corporation, 5955 De Soto Ave., Woodland Hills, CA. 91367, ©1979.

Dirt

NO NTV YAMAHAS FOR AMERICA

Norton Triumph Villiers is producing production models of the Bengt Aberg Replica TT500 Yamaha for sale in Europe. Early rumors stated that American Yamaha officials might import the Anglo/Japanese creation, but the plan has been nixed.

The Yamaha TT500 has not stood the test of time well. Its four-year run has been beset by more advanced thumpers from both Honda and Suzuki. The Aberg Replica, dubbed the HL500 in Europe, could have breathed some life into the old warhorse.

□ □ □

DUTCH REFUSE BURNER TURNER

Jim Turner, one of three Americans contesting the 250 World Championships, was rejected entry for the 250 Grand Prix of Holland. The Dutch promoters refused to allow Turner or French rider Patrick Boniface to enter the race. Efforts were made to keep Belgian Jean-Paul Mingels out also, but a strong Belgian Association forced the promoter to relent on Mingels.

Pierre Karsmakers offered to give Jim Turner his entry, but the promoter refused to allow this. Pierre went 7-DNF and was the highest-placed American. Moates injured his knee and Pomeroy's engine blew up.

□ □ □

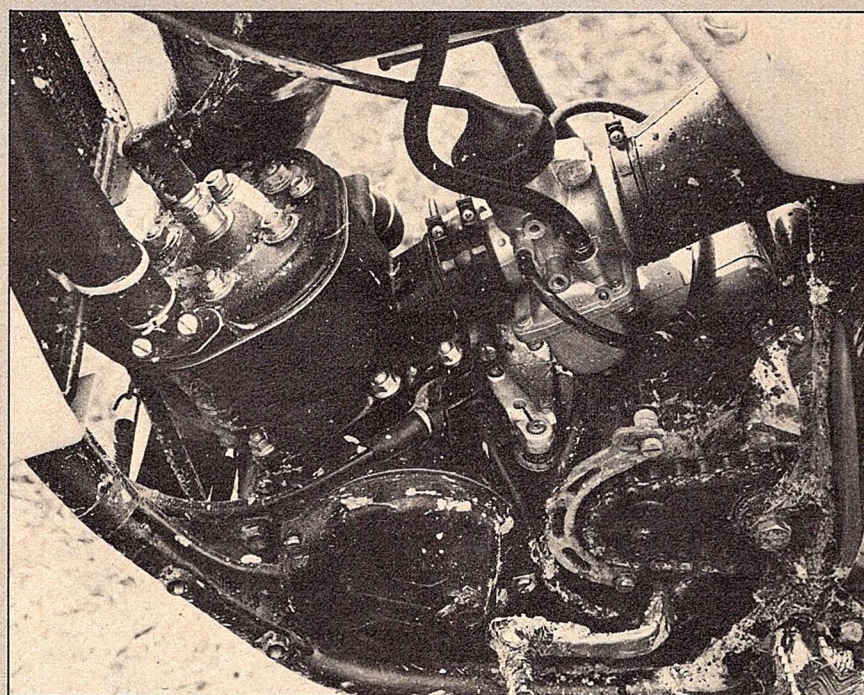
YAMAHA FACTORY RIDERS

Yamaha, in conjunction with the NMA Grand National circuit, will be giving away 17 factory Support rides. Regional riders are eligible to earn a spot on the Yamaha Support team. The offer includes a new bike and parts sponsorship for 1980. All in all, as many as 20 bikes may be given away to worthy NMA riders. For more info contact NMA, P.O. Box 46, Norwalk, California 90650.

□ □ □

UNADILLA 250 GP

There is still overnight camping available across the road from Ward Robinson's Unadilla New York track, but if you bring an off-road bike with you you're going to have to find some other place to camp. Liability problems from last year's revelry are the trouble. It looks like another strong contingent of European riders will be back. Great racing!



Alan Wise

SUZUKI 125 WATER BUFFALO

Harry Everts is on his way to becoming the 125 World Champion. His only competition is coming from current Champion Akira Watanabe. Finland's Matti Autio is third, with Gaston Rahier, now on Yamaha, trailing. The works Suzukis in Europe are using the same frame and suspension as the U.S. Suzukis, but with a water-cooled top end. The small case-reed cylinder circulates its water through a frame-mounted radiator. The clutch is activated from the left side and the countershaft sprocket is held on by a circlip to save weight. Claimed horsepower is 31.

□ □ □

PUBLIC RELATIONS OR PUBIC RELATIONS

Jeff Burt, the whiz kid of Suzuki's public relations effort, has left Suzuki for greener pastures. Meanwhile, Rom Lovil, mentor to Jeff Burt at Suzuki, has

taken over the public relations efforts of Kawasaki.

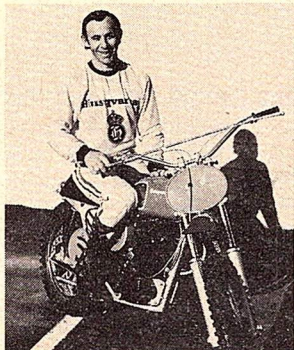
Public relations at a major Japanese manufacturer is a tough job. They decide whether to give support to a guy who wants to jump canyons, port-a-cans or Dolly Parton. They try to see who can get Charlie's Angels on their brand,

MOTOCROSS ACTION ATTRACTIONS

JULY 1	250/500 NATIONAL, BUCHANAN, MICHIGAN
JULY 1	125 GRAND PRIX, SWITZERLAND
JULY 1	250 GRAND PRIX, WEST GERMANY
JULY 1	500 GRAND PRIX, GREAT BRITAIN
JULY 8	250/500 NATIONAL, MT. MORRIS, PENNSYLVANIA
JULY 8	125 GRAND PRIX, FRANCE
JULY 8	500 GRAND PRIX, SWITZERLAND
JULY 14	SUPERCROSS, LOS ANGELES, CALIFORNIA
JULY 15	125 GRAND PRIX, IRELAND
JULY 22	125 GRAND PRIX, LEXINGTON, OHIO
JULY 29	250 GRAND PRIX, UNADILLA, NEW YORK
JULY 29	500 GRAND PRIX, HOLLAND
AUGUST 5	125/500 NATIONAL, HOUSTON, TEXAS
AUGUST 5	250 GRAND PRIX, FINLAND
AUGUST 5	500 GRAND PRIX, BELGIUM

TSUBAKI Motorcycle Chain

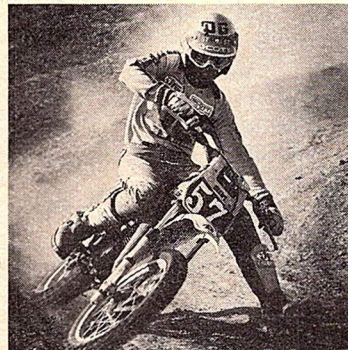
You can't buy better... because it works!



MALCOLM SMITH



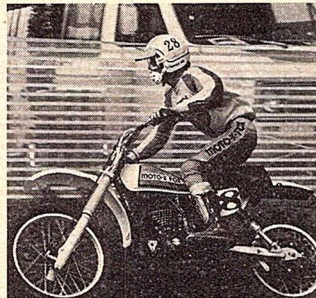
REG PRIDMORE Team Vetter
Superbike Champion



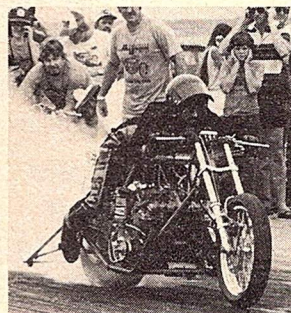
DG PERFORMANCE



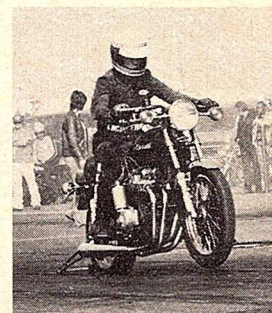
MTC ENGINEERING



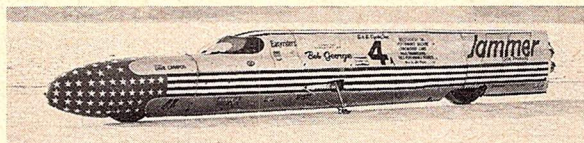
TEAM MOTO-X-FOX



SAM WILLS
Motorcycles Unlimited
World's quickest naturally
aspirated single engine
motorcycle



RC ENGINEERING



THE JAMMER "World's Fastest Harley"

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TSUBAKI QR roller chains feature: SOLID ROLLERS, SHOT PEENED PARTS, SPECIAL ALLOY STEEL, HEAVY PRESS FIT PINS, QUAD STAKED RIVETING and each chain is PRESTRESSED/PRESTRETCHED on actual sprocket teeth. This is the only type of roller chain TSUBAKI makes... and when you make only one thing it's got to be the best! Available in 428H, 520QR, 525QR, 530QR, 630QR and 530QR nickel plated.

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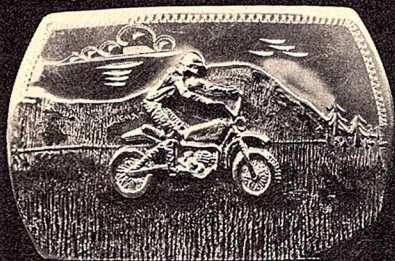
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Dirt

while ensuring that they have to spend as much time on the set to hold Cheryl Ladd's hand as possible. It is tough. They aren't paid enough.

□ □ □

TRIPLE CROWN OF MOTOCROSS

The Atlanta Mr. Pibb Superbowl of Motocross, the Coca-Cola Superbowl of Motocross and the Anaheim Motocross Finals have been officially designated as the Triple Crown of Motocross. The highest points rider from these three events will earn an additional \$3000, second place gets \$2000 and third makes \$1000.

Promoter Mike Goodwin, who promotes these three races, put the additional points money up to try to encourage more competition at his races.

□ □ □

HANNAH OF CARSON CITY

Bob Hannah has moved out of California and now lives in Carson City, Nevada. Bob likes to ski, but his motivation to move to Nevada was aided by the lack of a state income tax. His former California state government took ten percent of all his earnings. Ten percent of his earnings could buy the Nevada house and move the furniture in hired Rolls-Royces.

□ □ □



**BOB HANNAH
BROC GLOVER
MARTY SMITH
MARK BARNETT**

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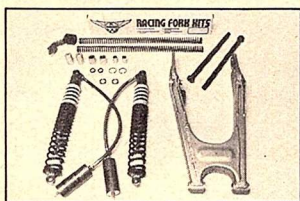
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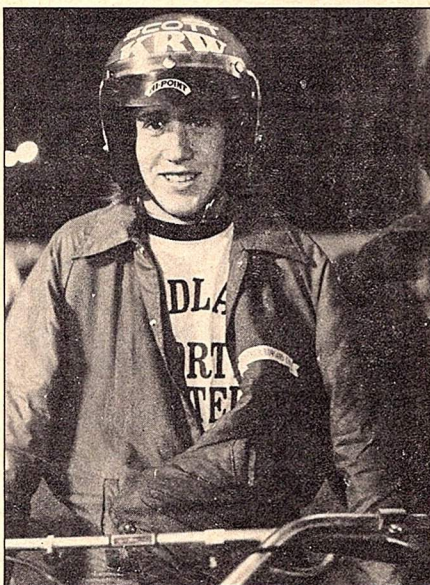
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Rider Weight: _____ Classification: _____

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MAGOO OUT WITH KNEE PROBLEMS

Following the Saddleback National, Danny Chandler was injured and dropped off the National circuit to have a knee operation. Magoo will be out of action for several months.

PIRELLI PRIDE

Bob Hannah, America's winningest motocross rider, takes his racing **very** seriously. He demands the best of everything. All the suspension, handling and power in the world doesn't help if he can't get the traction he needs. "The Hurricane" plans on keeping his #1 plate; that's why he uses what he feels are the #1 tires—Pirelli.

Up front he breaks trail and leads the pack with the 3.00x21 GaraCross to prevent slide-outs and to be sure that his tire goes exactly where he points it, regardless of terrain or dirt hardness. His works Yamaha is powered in the rear by the 4.00 x 18 GaraCross (have you noticed all the "unusual" hole-shots he's been getting since switching tire brands?).

Hannah takes pride in his racing achievements and wins — that's why he, along with other Champions like Heikki Mikkola, picks Pirelli as the tire to do the job. When you're #1 you don't take second best.

GARACROSS MT-16 (Choice of Bob Hannah)
Track surface application: semi-hard, muddy, rocky, washboard, and sandy.

5.00x17/4-ply . **\$79.50** 3.00x21/4-ply . **\$53.95**
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	(REAR)			
	(TUBE)			

*All tire/tube prices include FET. Refer to chart for added shipping fees.

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CALENDAR COOKOUT

To those readers who are checking out the MOTOCROSS ACTION Attractions section to see when the pros will be coming to town, be sure to make sure the event hasn't been cancelled or moved. The AMA has released at least ten tentative schedules, each one different. Before loading up the whole gang and heading for the races, make sure that something hasn't gone amiss. We print the schedule months before the event.

□ □ □

THE HIGH COST OF RAISINS

If you think that getting out to Chicken Licks on Sunday to do a couple of 125 Junior motos is expensive, then consider what it would cost to do a few rounds of the 500 GPs. Honda reportedly laid out \$271,000 last year for Brad Lackey's effort to become World Champion.

□ □ □

MAICO'S OPEN LETTER TO MIKE DIPRETE

You admitted in a recent *Cycle News*

interview that you were all but blackmailed by a joint effort of Japanese manufacturers to temporarily suspend the AMA claiming rule.

Maico USA and their riders protest the way and circumstances in which this decision was made. Rules are made for all and shared by all.

Maico has more entries at the upcoming Atlanta 500cc MX National than any Japanese manufacturer (27 Maicos, 3 Hondas, 2 Kawasakis, 20 Yamahas, 10 Suzukis). Maico riders help to stage the show; therefore, Maico representatives deserve to be heard before decisions of similar gravity are made.

In the name of many Maico riders, we express the sincere hope that you don't succumb to blackmail in the future. We are afraid that the Big Four will threaten you the next time, that they won't race un-

■ **HALLMAN Inter-Am Jersey**
Brightly colored cotton and rayon. Suzuki, yellow works style.
Circle size: S M L XL \$21.95

■ **HALLMAN PRO GP Nylon/Leather Pants**—The space age has come to MX...low hip, sock type lower leg with elastic strap. Team Suzuki; yellow with blue black and stripes. \$124.95
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Children—4 5 6

■ **ROGER DeCOSTER Racing Gloves**—Attractive white goatskin with red and blue leather padding. \$16.95
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wear what

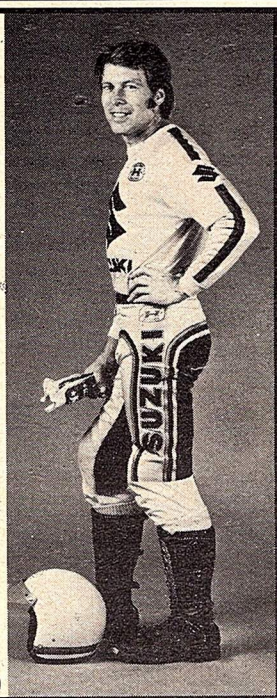
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The new Italjet PR50 Junior cycle has shocked the minicycle establishment. The 50cc Italian machine retails for \$1249, and the price is expected to rise. The monoshock 50 has 7 1/2 inches of front wheel travel and 7 inches in the rear. The suspension at both ends is by Marzocchi. The bike weighs 129 pounds wet. The 50cc piston-port engine has a 28mm carb and Motoplat CDI.

The PR50 uses nine-gauge spokes, conical hubs, Akront rims and a trick chain adjustment system. The exhaust exits below the side panel.



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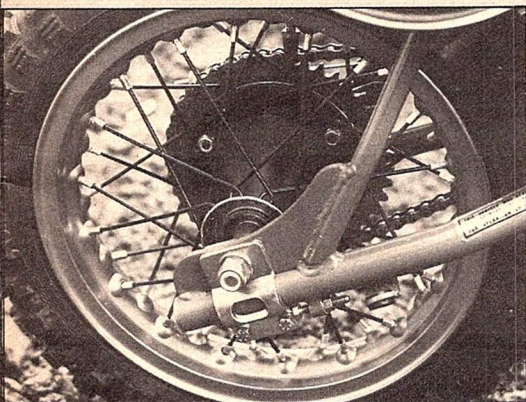
less their riders can start 60 seconds before the crowd so that their precious works bikes avoid possible damage in a pile-up at the first corner.

Eckart Schorn
Maico West



MXA TEST CREW

So you think it is all fun in the sun, but being a member of the highly paid and zoot-capri test crew is dangerous work. Ketchup Cox succeeded in breaking his ankle testing a YZ400 for next month's issue, while Rick Varvel broke his ankle testing this month's Montesa 414 VE. Rick Miller broke his shoulder jumping up and down in a construction site, which just goes to show that motocross isn't all that dangerous. □





Sun Salutes

1978 MX Champs on Sun Rims

Congratulations Bob Hannah

Congratulations to triple-champ Hurricane Bob Hannah and to Rick Burgett and Broc Glover of Team Yamaha, this year's first place finishers for national motocross competition.

Bob, Rick and Broc captured every first place in the entire five event Series on Sun Rims. An unprecedented coup for their team, an unparalleled performance by the Hurricane and an indisputable testimonial to Sun Rims.

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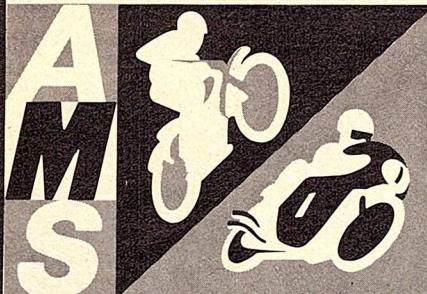
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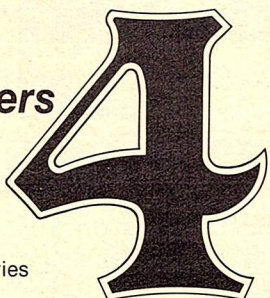
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Mail Entries



WHERE'S PETE?

Dear MXA,

Whatever happened to Pete Maly, the master of the peace sign, crossed-up, foot-out, WFO wheelie?

Puzzled

Norwalk, California

(Since Pete's marriage he's taken up goggle farming somewhere out in Orange County. He's seen here checking out last year's crop, they say it was a bumper year [sigh].)

ANY TAKERS?

Dear MXA,

I represent the number one French motorcycle helmet manufacturer in France. If possible, I would appreciate it if you could send me a list of companies that would be interested in distributing our helmets. Thank you.

Simon D. Manonian

The Lily Pad, Inc.

16 East Lancaster Ave.

Paoli, Pennsylvania 19301

NI 4-0822

CROSS YOUR HEART GLOVE

Dear MXA,

I have the newest thing for mud moto gloves. Just go down to the store and buy a pair of Playtex Living Gloves. They are waterproof, protective and you can grip your bars better. Best of all, they are cheap! They come up to your elbows, so you just put your jersey over them. Put a JT sticker on and everyone will think you have the newest in glove trickery. Another thing, if Pepsi is sponsoring AMA racing, then why do they serve Coke at the Super-cross Series?

Frank Totton

Downers Grove, Illinois

(Pepsi is not sponsoring AMA racing. Pepsi sponsors the Australian Championships.)

SPOKEN FOR

Dear MXA,

I own a 1978 RM125 and have had all kinds of spoke trouble with the rear wheel.

I took the rim into the local cycle shop and had it aligned once, but a few weeks later a few more spokes broke. Do you think it would be worth it to invest in a Sun rim? Will this solve my problem?

Tom Metcalf

Merrillville, Indiana

(Careful attention to the spokes and the Sun rim should solve your problems, Tom.)

MORE TRICK, CROSSED-UP, FOOT-OUT, WFO, PEACE SIGN WHEELIES!

Dear MXA,

Hey, what's the problem? I've been reading MXA for a couple of years now and have noticed that lately you guys don't do peace sign wheelies anymore. Come on, get on the gas, get radical, gear up and let's see some trick crossed-up, foot-out, WFO, peace-sign mono wheels.

Team WFO

Enderby, Canada

HOW TO BUY...

Dear MXA,

I started reading "How to Buy a Used Bike" (June '79 MXA) until I read the part about "wanting a 250 Yamaha and settling for an Ossa." It is more vice versa. Obviously you have been receiving too many cash bribes from the Japanese to open your eyes to other makes of bikes. I am not saying my Ossa is best, but my bike has gotten me to the finish line of every enduro I've entered —most of the time first! Which is more than I can say about the other makes. If you want your mag to be as good as or better than DB, print tests on bikes like Puch, KTM, SWM, Bultaco and the other non-Japanese machines.

J. Blake

Grand Rapids, Michigan

Dear MXA,

Your article on buying used bikes, "How to Buy a Used Bike" (June '79 MXA), is great except for a couple of things. First, how many people do you know who would let a stranger mess around with their bike and take it apart, huh? I don't know of too many. Also, by the time you get the bike back together and ride it, there will be no time to see any others that day.

Mellow Rider

Yonkers, New York

(Well, Mellow, it would depend on how strange the stranger was; most people we know wouldn't mind letting someone check their bike out if it looked like they knew what they were doing. Of course, if they pulled out a hammer and chisel and started pounding away, we'd have second thoughts too. As far as taking a whole day to check out a bike before you buy it, that's time well spent, don'tcha think?) □

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Sizes: Child 24-26 Adult 28-30-32-34-36-38-40
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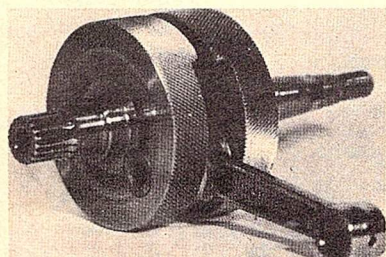
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MXA

Wing Nut

By Al Baker

SUDCO MIKUNI

I own a 1978 RM125, and was thinking of changing my stock Mikuni 32mm carb to a Mikuni 34mm. I was wondering if this will help the performance of the bike, and if I will need to do anything to it or not. I do not race, but I thought that this would help somehow in the performance of the bike.

Steve Mines
Los Angeles, California

You're on the right track to increasing engine performance. Replacing your stock carburetor would be the first step I'd suggest. The 34mm carburetor to buy is available from Sudco International Sales Company in Los Angeles. They have or will prejet the carburetor for your particular bike and altitude. The 34 should just bolt right on using the stock cable. Phone Sudco at (213) 747-5173.

WHAT RATIO?

I own a 1978 YZ80E. I am presently running it at a ratio of 32:1. I am using Bel-Ray MC-1. What is the best ratio for my bike?

Phil Garrubbo
Madison, New Jersey

How many times do I have to tell you guys? Regardless of what your dealers or friends tell you, run Bel Ray MC-1 at 60:1. If you run it at any richer a mixture your engine could possibly overheat from excessive friction and "gum" itself into a

syrup condition—not to mention a drastic loss of horsepower.

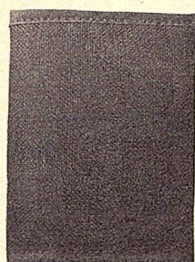
YZ250 SET-UP

I have the responsibility of setting up my friend's 1978 Yamaha 250 YZ. Already I have obtained an 11.5-inch Al Baker fork kit and a mono unit from Moto-X Fox. Some Sun rims have been laced to the stock hubs. This I hope will help the handling department. So far in the engine department I have polished the exhaust port and matched up the transfer passages from the cases to the lower end of the cylinder, since they were really mismatched. The inlet tract has been aligned to assure a smooth flow. The spark plug color is spot-on, according to the Champion plug chart. My questions are: (1.) Should I safety-wire the spokes? (2.) What is a good pipe to use? The stock one cracks easily and I want to get a little more performance. (3.) Are there any things I can do to the motor to get more performance, but retain reliability? (Note: I have not changed the ports in any way, shape or form, just polished the exhaust port, taking only a minimum amount of metal off to obtain a smooth finish.) (4.) Can I "stuff" the crank with cork and epoxy? (5.) What kind of chain tensioner can I use?

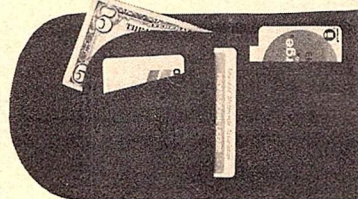
Doug Haas
Dexter, Michigan

I feel your suspension is set up for now, although you may have air pressure troubles in the rear shock department when racing long motos. I don't feel you'll have any trouble with your wheels as long

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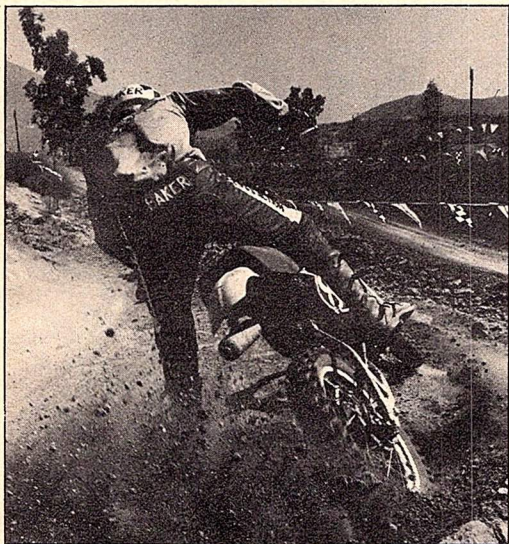
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as you keep the spokes tight. By lock-wiring the spokes you'll only deceive yourself into thinking they're always tight. That's wrong; don't wire them, so you can keep tabs on when they come loose. Second, you question your pipe or another. Please don't bolt on anything but the stocker or an "F" model pipe. If you wish to cure your pipe cracks, weld over all its seams before you use it. It should last much longer.

So far you've done a good job on your motor. Next, I would suggest removing the entire port bridge between your intake and center transfer port. This will increase mid-range power. Next, round your exhaust up one millimeter and lower your intake two millimeters. This will boost your top end pulling power and rpm. May I highly suggest bolting on one of my new "Eight Petal Reed Blocks." The Eight Petal will produce instant bottom end response and increase low-end hp. A pre-tuned 38mm El Blue Magnum will round out a successful power package. If your "E" pipe needs replacing, do so with an "F" style. It's also an asset to the package (but weld it first). Stuffing your crank is allowable, but may not be felt at the seat of your pants. I'm aware of chain tension problems when you increase rear wheel travel on your YZ. We have tried and tested several brands available at most bike shops. Most were troublesome and caused DNFs. Unhappy with the present tensioners, we engineered and have race-proven a roller tensioner we now make. Please understand, I'm not trying to sell you anything, I only want to steer you in the right direction without hassles or regrets. Any suggestions I make are race-proven and successful. □

If you'd like to get in touch with the Winged Bomber himself give him a buzz at (714) 244-5425.



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Revolutionizes car-finish protection and keeps your car showroom bright for years — You'll never have to put wax on it again!

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The elements vs. your once beautiful car... You've probably experienced it. Your treasured, shiny new automobile gradually fades and dulls. Oxidation sets in and the once brilliant, glossy finish turns chalky and washed out. Even hours of waxing and buffing can't recapture that new car look... Until this new chemical science discovery...

Never put wax on your car again... GloSeal* is not anything like a simple wax or polish. It is actually a miracle polymer glass formulation serving as a powerful sealant and a beautiful exterior finish. When applied to your car's finish and chrome its **Electromolecular Action** literally fuses it to the surface, locking in a brilliant shine for years. GloSeal* with Polyglass actually changes the molecular structure of your car's finish. It penetrates through the old wax and binds itself with the surface.

GloSeal* with Polyglass is impenetrable, non-porous and virtually impervious to damaging air pollutants, car-wash detergents, salt air and water, hot burning sun, cold winter winds, grease, wax, acids contained in eggs and shaving cream, ultraviolet rays and even fire damage. It also provides a brilliant, rich shine to your car's finish, keeping up the appearance and the value of your expensive investment.

Prevents oxidation from starting on new cars... and actually removes it from used models! GloSeal* is literally a **Glass Shield** that becomes part of your car's finish. Your new car's paint is guaranteed not to oxidize... for up to 3 Years! Then GloSeal* it again for years more of protection. On used cars, GloSeal* will actually remove the surface oxidation, add gloss, and stop normal oxidation for 1 year before you need to reapply. It is similar to covering your car with an impenetrable coat of polyurethane.

Enamel spray paint can't even get through the clear glass shield...

When this new professional automotive product is demonstrated to car dealers, the "spray paint test" is used. GloSeal* is

applied to a car's hood following the instructions. Then enamel paint is sprayed directly on it, along with Magic Marker and other solvents. Then, to the observers' astonishment, all of these are wiped off the hood with a mere cloth. Nothing, not even dirt and dust can adhere to the surface!

Important:

Many other "polymer" car care products are ordinary silicone-based formulations, similar to a synthetic wax, as evidenced by their wax-like feel. GloSeal* with Polyglass is an entirely different product. It is far more advanced, glass-like, slicker, providing a better, "electromolecular" adhesion. The result is a richer, deeper gloss than you have ever seen before, plus months of extra "Glass enclosed" protection!

No rubbing, labor, or buffing equipment needed... GloSeal* goes on easily and quickly. You wipe it on, let dry, and then wipe it off. It takes only a few minutes — less than an hour. Between washes just wipe your car with a damp cloth to reactivate its brilliant dirt and dust-repelling shine.

The incredible GloSeal* "Brilliance and Protection Guarantee"... If after using it, you are not pleased for any reason, return the unused portion within 2 weeks of receipt for a prompt refund of the entire purchase price. Further, if you apply and maintain according to the instructions and GloSeal* does not protect your new car for 3 years or your used car (90 days old or more) for 1 year, we'll return your small investment on a prorated basis. (Note: GloSeal* is 100% safe to use — it can be removed with mineral spirits).

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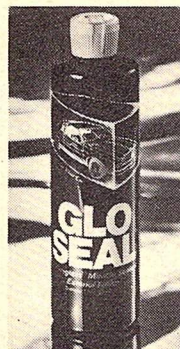
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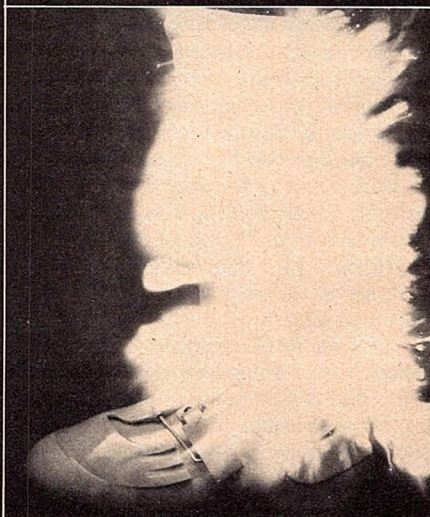
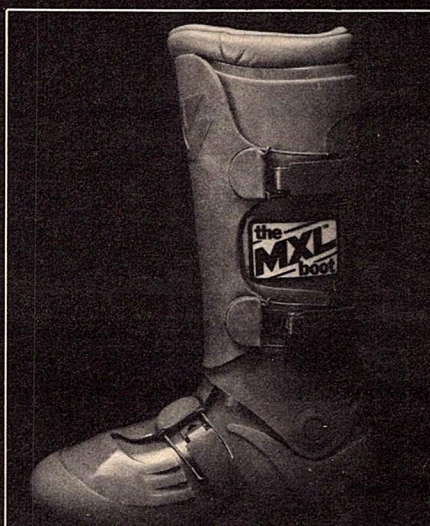
Tricks From The Trade



DISCO MX?

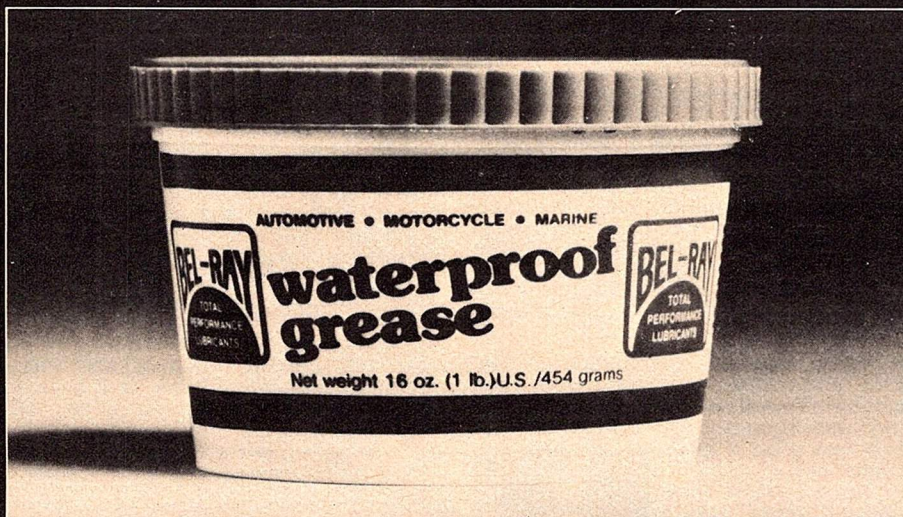
Is your girlfriend embarrassed to be seen with you at the local disco hangout because your trusty but dusty ragged-out MX jacket looks like it's just seen 20,000 miles as a dipstick for an old Ford? Well then, impress her with a new "Disco" jacket from DG Performance Specialties like these swingers you see here. John, Warren, Darrell or Bob wouldn't think of getting Saturday Night Fever at the track or at the disco without a Team Jacket from DG. The jackets are

100-percent nylon and come in a variety of team colors. Tri-color knit cuffs, waistband and collar mean you'll be stylin' with the best. Men's sizes are available from extra-small to extra-large. Retail price is \$39.50. The Team Jackets can be ordered from your local dealer stocking DG accessories, or contact the "Disco Kid" at DG Performance Specialties, Inc., Dept. MXA, 1170 Van Horne Rd., Anaheim, California 92806; (714) 630-5471.



ALL BLOWN UP

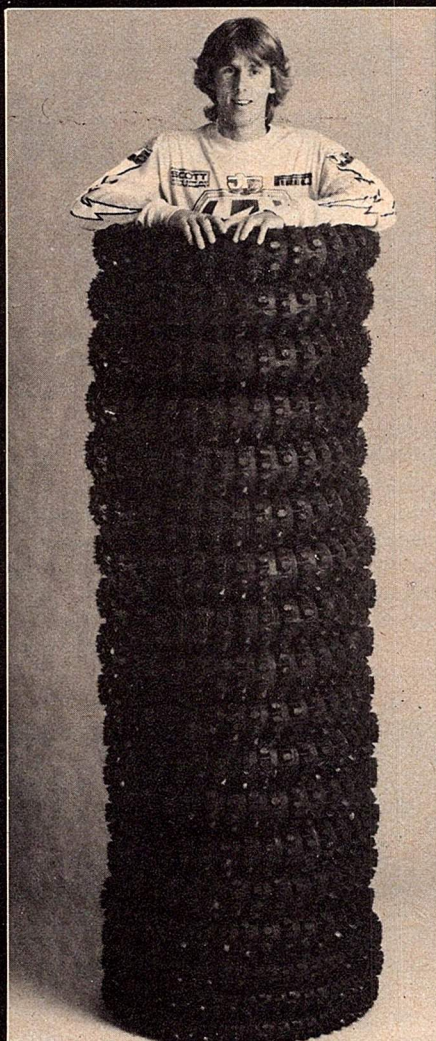
Dear MXA: Yours is the only publication to receive the "scoop" additional shot. When we couldn't find any conventional way to destroy the boot, we resorted to two sticks of dynamite. Pic is at moment of detonation. Boot failed test! No "after" shot, since camera and photographer were also blown up! — Dave Bucher. Outside of the possibility of some terrorist commando slipping a couple of sticks of TNT inside your boot between motos, it would seem your feet have nothing to worry about with the new MXL plastic boot. Constructed of a polyurethane outer shell and an inner liner "bootie," the MXL boot is a snap to get on and off. The boots come in either bright red with a smooth sole for motocross or blue with an enduro sole for enduroing. Sized from 7-13. the retail price (depending on location) is \$139-\$149. For more information, contact Dave Bucher, who will clean the darkroom, at National Hydron, Dept. MXA, P.O. Box 222, East Petersburg, Pennsylvania 17520.



GREEZY WHEELS

If you're familiar with progressive country music, you might recognize Greezy Wheels as the name of a hot little band out of Austin, Texas, a few years back. There is another form of greasy wheels, and they're found on that mode of rocket launcher you race each weekend. Bel-Ray Total Performance Lubricants has a new 16-ounce plastic tub just full of that slithery stuff your wheels need to keep spinning 'round and 'round. It also is completely waterproof and they claim it will last

longer than regular grease because of its new aluminum complex formulation that allows the grease to rework itself and retain stability. It won't swell seals or O-rings and they claim it will not melt or run off even in extreme heat. You can find the new plastic tub at better motorcycle dealers everywhere, just look for the blue and white Bel-Ray display rack. Dealers should contact: Bel-Ray, 561 S. State College Blvd., Dept. MXA, Fullerton, California 92631; (714) 738-8474.



ALL TIRED OUT?

Used to be that the first thing you did with a Spanish bike was to replace the Pirelli tires that came on it. Pirelli is out to change that. For the 1979 season they've redesigned their tires and signed Bob Hannah to an exclusive contract to run Pirelli tires on his works racers. Now, Bob can run any tire he likes, but he's not about to chance losing the bucks all those first-place finishes garner him, and wouldn't run a tire that didn't work. The new Pirellis are actually broken down into two classifications, with the Gera-Cross tire compound suited more for muddy or sandy courses, and the Penta-Cross suited for super-hard-packed, or rocky, courses. Both Hannah and Heikki Mikkola are using the new Pirellis on their race bikes, and have had great success with the new knobs. Pirelli tires for motocross, enduro or whatever your passion are available exclusively through: JT Racing, Dept. MXA, 303 W. 35th St., Suite D, National City, California 92050.



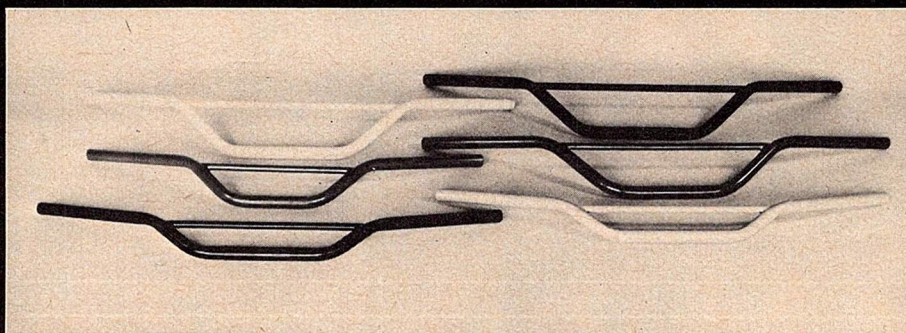
R.D. TARDY

Kinda dumb, but it rhymes and it sounded good at the times. Oops. . . I did it again. Anyway, Roger DeCoster is riding what will most probably be his last year in international competition. With five World Championships to his name, the RD would like to retire with perhaps a sixth (I'd settle for a fifth myself!). The folks at Torsten Hallman racing are proud to announce that The Man will be using Torsten Hallman Racing apparel for 1979, consisting of gloves, jersey and pants (which he helped design). The new Hallman nylon/leathers are extremely sano-looking as well as functional and comfortable. For their new '79 catalog, send \$3, or if you're a dealer they'll send it free if you write in on your letterhead. Easterners write: Hallman East, Dept. MXA, 440 Belden Ave., Addison, Illinois 60101; (312) 543-5347. Westerners write: Hallman West, Dept. MXA, 1300 Hill St., El Cajon, California 92020; (714) 442-0431.



HOT ENUFF FOR YA?

What with the gas crisis and all, some motorists will go to any lengths to attract attention at the pumps. This Hollywood stuntman was so put off by the long lines at the gas stations in Southern California that he weathered a barrage of mortar shells, a hail of machine gun fire and an angry school teacher from Pomona to get a tankful of gas. Unfortunately, after his tank was full, the little old lady from Pomona threw a match into his just-filled rolling cherry bomb. Oh well, some days you just can't win. Actually, this is a clip from the upcoming television special sponsored by Suzuki Motorcycles and Pennzoil Motor Oil entitled "Wild World of Stunts 2." It's part of a series of syndicated films distributed by the Pennzoil Film Center. Consult your local TV listings for date, time and station in your area. For information contact: Dennis Sylvester, Dept. MXA, Pennzoil Film Center, 1630 W. Olympic Blvd., Los Angeles, California 90015; (800) 421-8393.



BARRING THE UNFORESEEN

The last time I saw "rainbow" bars was at the big pile-up in the first turn last year at Saddleback. At the time all the bars I saw were connected to various brands of bikes. It was not a pretty sight. However, Graham's Sheet Metal has just introduced a new lineup of Rainbow handlebars that should be less forbidding. They're available for RM-N, CR, XR, YZ-F, and many other popular

makes of bikes. They come in either chrome moly or steel, and in either black, yellow, red or blue. Prices range from \$14.65 to \$26.25. GSM Rainbow handlebars are available from your local dealer stocking same, or order direct by contacting: Graham's Sheet Metal, Dept. MXA, 13026 Raymer St., No. Hollywood, California 91605; (805) 522-0885.

125/250 NATIONAL CHAMPIONSHIP

SADDLEBACK'S RED SHADOW

Magoo plays a game on Hannah's head

□ When the telegram from the AMA Commissioner of Racing was read suspending the claiming rule there were no howls of protest. The riders' meeting was full of smug factory contentment. Marty Tripes had just finished haranguing the assembled racers with his accumulated experience of the heartbreak of claiming. So when the word came down that the factory blackmail had worked, no one

By Jody Weisel

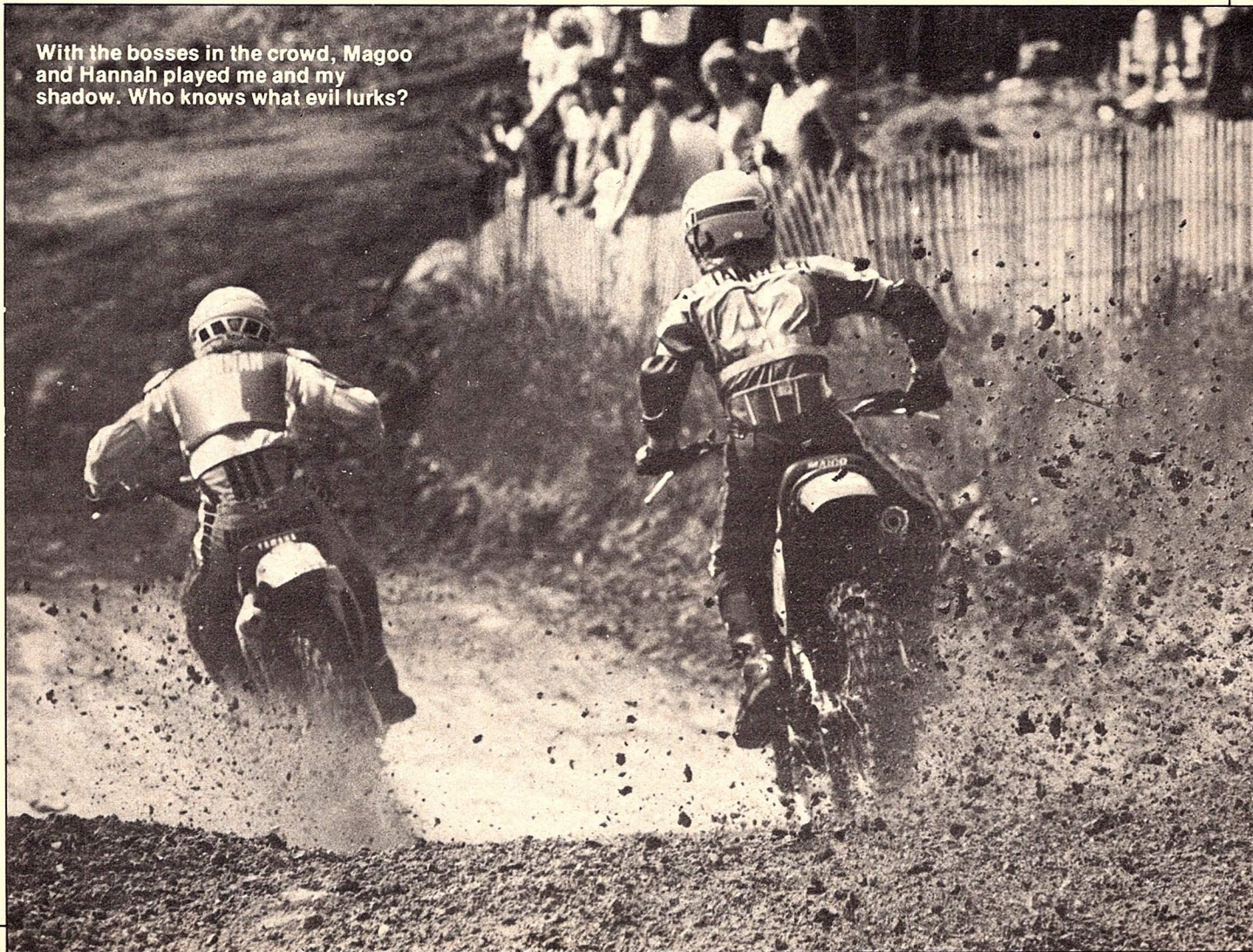
complained. The AMA took this as a sign that no one really cared about the rule and breathed a sigh of relief.

But in that assembled crowd of National motocross riders, who was in a position to raise a voice in protest? The prominent riders were on factory bikes, thus they were trying to protect their possessions. The up-and-coming

hotshoes were riding on Moto-X Fox, LOP or DG bikes, which are given to the mini-factories by the Japanese manufacturers. The remaining riders were the little fish, the cannon fodder for the factory cannons. The people who the stars make look bad to make themselves look good. Nobody would listen to them anyway, and they were just glad to be there.

Saddleback has a long and illustrious

With the bosses in the crowd, Magoo and Hannah played me and my shadow. Who knows what evil lurks?



career as a prime arena for the motocross arts. And Saddleback has never been better! Vic Wilson and his crew poured out a track that was both traditional Saddleback and difficult. Complementing the sheer drop of Banzai Hill was a gnarly uphill, and an almost impossible double jump. The double jump was so spacious that no one even conceived that it could be made. No one except that crazy kid from Maico, Danny "Magoo" Chandler.

MAGOO GOES ONE BETTER

Danny Chandler had incentive to go for it. At the season opener at Hangtown he had been left either broken or crashed. Herr Maisch flew in from Germany and made a personal appearance at Saddleback. He told Chandler that he must win!

In the first 250 moto Magoo put the motor on the pack and instantly opened up a lead over the omnipotent Bob Hannah. With a two-second deficit on the first lap, Hannah kicked out the jams



Joe Waggoner

160 riders raced that day, but only Magoo, Hannah and Tripes dared this jump.

and came roaring back on the Maico on the back section of the track leading to the double jump.

The double didn't look humanly possible, but Magoo accelerated out of the turn with Hannah on his rear fender and aviated the Maico across the

perilous gap. Hannah backed out and bounced over each jump individually. "Magoo" Chandler and the Maico gained a full second, and on the next lap Magoo did it again with hundreds of spectators urging him on. There was no doubt about it, if Magoo kept jumping

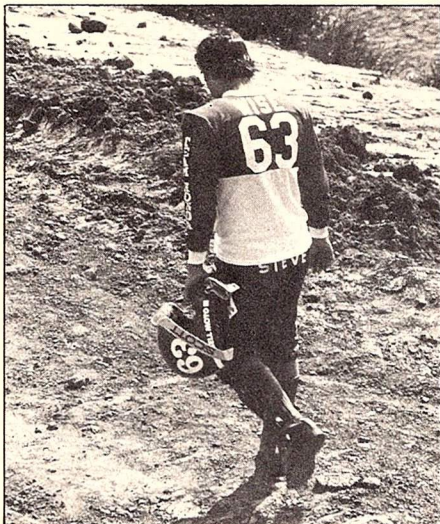


Banzai Hill is like stepping into an elevator and pressing the express button to China. Broc Glover demonstrates.



Danny "Magoo" Chandler started to pull away at the third turn. When they came to the double jump Magoo outdid Hannah.

SADDLEBACK'S SHADOW



Texan Steve Wise suffered more bad luck. Steve crashed trying to pass Marty Tripes for third place.



Mark Barnett rode with a blood clot in his left eye, impaired vision and considerable danger.



Scott Gillman, Saddleback's personal factory rider, plied his favorite lines to a 3-5 day.

This gnarly uphill was the place to pass or get passed. The difference was one mistake either way.



he was going to leave Hannah in his dust. But on lap three Bob Hannah flew across the chasm for the first time. With Magoo's advantage gone, Hannah took the lead with an unusual twist! Magoo pulled over and waved him by, and then dropped in behind, and dogged him mercilessly. It was a psych game.

Marty Tripes was running third, but his lower fork assembly had come loose, and Marty was content to coast in third and hope that his forks didn't fly off. Magoo and Hannah were long gone, largely because they jumped the double and no one else even dared.

Normally flawless Bob Hannah and his invincible Yamaha were unnerved by the red shadow, Magoo's Maico. Going into a ravine, Hannah tried to sneak by three lapped riders at one time. It didn't work and they ran him off the track and down a hillside.

Magoo flashed past and into a big lead while Hannah rejoined the race ten seconds adrift. Magoo's tactics had paid off, but the Maico was ailing. He wanted to finish and the ominous mechanical sounds told him that he couldn't win and finish, and if he didn't finish the moto he couldn't win overall. For the second time in one moto, Magoo pulled over and waved Hannah by. To no avail. The motor seized with two laps to go and the crowd applauded and moaned. It was a fantastic effort that established Danny Chandler, the red shadow, as a new National threat.

Hannah and Tripes rolled in one-two. Scott Gillman, the Saddleback specialist, was third ahead of Team Suzuki teammate Kent Howerton. The rest of the top ten consisted of privateers — John Savitski, Ron Sun, Carlos Serrano, Mike Guerra, Mark Robillard and Jeff Jennings. Of the privateers, only Jeff Jennings was a Californian.

MAGOO. TRIPES COME BACK

Lenny Giger of Las Vegas led to the first corner of the second moto, but flying down the vertical Banzai Hill came Hannah and Magoo. With a new engine in his Maico, Chandler was definitely the man to watch. Jeff Jennings was third, Gillman fourth and Tripes fifth.

That arrangement didn't last long as Tripes moved up to third, and Hannah, Magoo and Tripes moved away from the pack. It was a dynamic trio that swept around the carving Saddleback sweepers lap after lap. Hannah was riding smoothly and not looking back, but he didn't have to look back as the wild man, Magoo, would blast up next to him in the turns. And behind the two speedsters came Marty Tripes, going

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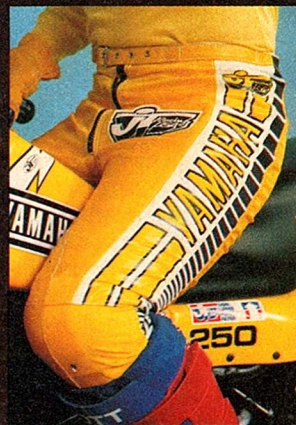
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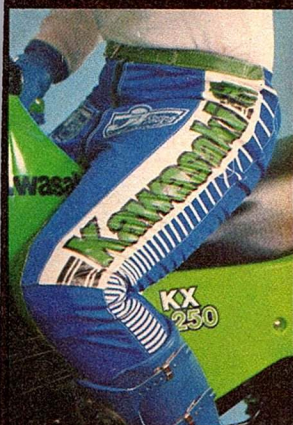
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30-107

JT "Color Coordinated" CUSTOM LETTERING

70-272 Name on Pants (Rear)	\$2.00/letter
70-279 Name on Pant (Front Leg)	\$2.00/letter
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70-240 Name on Gloves (Trick 2-Tone Colors)	\$6.95/pair
70-820 Name on Jersey Back—3" letters	\$4.00/letter
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70-819 ALL NEW!! TEAM YOU JERSEY — Name on Front	
Small-Medium Jerseys—8 letter limit	\$1.25/letter
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SORRY FOLKS!! NO C.O.D. ORDERS ON CUSTOM LETTERING	



12-270



12-263



12-268



12-269

PANT NUMBER

	KID'S 22-24	JR. 26R-26XL	ADULT 28-38
12-258, 12-262 & 12-270	\$84.60	\$91.50	\$126.85
12-259	\$91.50	\$98.60	\$133.85
12-260, 12-263, 12-264			
12-266, 12-268, 12-269	\$81.25	\$88.15	\$123.50



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NO PADDING, 20-244

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INSIDE PADDING, 20-252

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LIGHTLY PADDED 20-247

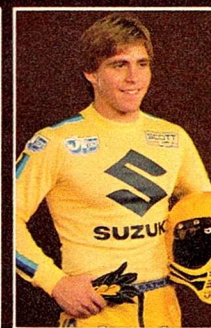
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JT CHAMPION MOTOCROSS GLOVES (Pat. No. Des. 240,975)

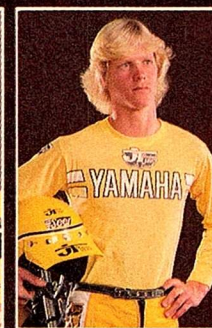
Made from 100% lambskin, these gloves feature double wrapped thumb and high impact back hand and finger padding. Used by virtually every top rider in the sport of motocross including Mikkola, Wolsink, Hannah, Smith, Trippes, Burgett, Glover and many, many more! Offered in an array of brilliant colors in Adult Sizes: 8, 9, 10, 11. Also Kid's Sizes: 5, 6, 7—no padding in kid's gloves. When ordering, specify color, size, and price.



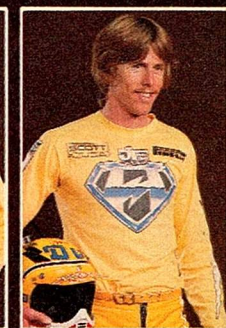
32-121



32-108



32-112



32-148

JT SUPERCROSS JERSEYS

Smith, Hannah, Burgett, Glover, and LaPorte have chosen this 100% cotton jersey for its comfort, coolness, and great good looks. This is by far the most popular jersey of the year! You'll love its T-Shirt feel and its racing designs. All shirts can be personalized with your name and number. Super easy to care for! Specify part number, size, and name and number if desired.

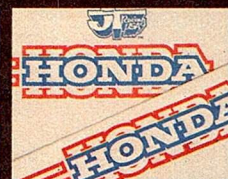
SUPERCROSS TEAM JERSEYS	ADULT SIZES: S, M, L, XL	\$12.50
SUPERCROSS TEAM JERSEYS	KID'S SIZES: S, M, L	\$10.95
SUPER-HANNAH JERSEYS	ADULT SIZES: S, M, L, XL	\$13.95
SUPER-HANNAH JERSEYS	KID'S SIZES: S, M, L	\$12.95



30-121



30-120



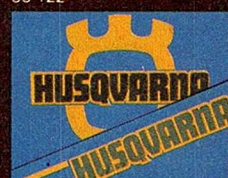
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30-131



30-134



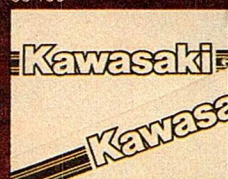
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30-108



30-139



30-129

J.T. MIKKOLA VISOR 04-109

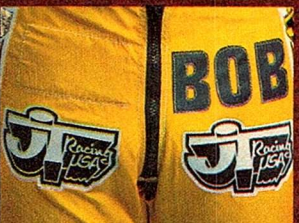
Specialty molded visor offers rounded edges, increased peripheral vision, and colorful racing stripes. Used by Mikkola, Hannah, Trippes, Howerton and more. Indicate color: White, Blue, Yellow, Black, Red.

J.T. SUPERCROSS MOUTHGUARD 04-175

NEW Vented mouthguard provides total facial protection by covering mouth and nose area. Rounded edges eliminate sharpness, snaps and screws included. Extra holes provided for permanent application to helmet. Indicate color: White, Blue, Yellow, Black, or Red.



70-819



70-277



70-279 70-271



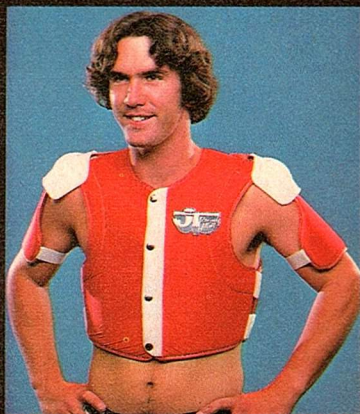
70-272 70-820



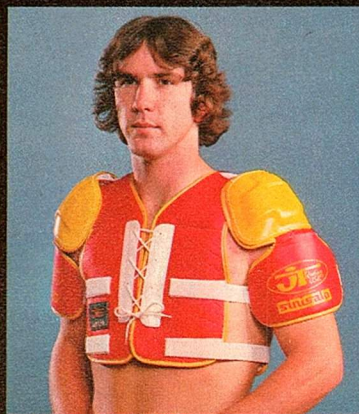
70-821 70-240



TEAM SCREEN



50-190 BODY SHELL



50-183 & 50-184 SHOULDER & CHEST



50-181 VENTILATOR

50-191



WITH CUPS

50-189

JT TEAM SCREEN

This fantastic new protector is now available in two different models. Both models offer lightweight, air-cooled protection and are colorful and stylish as well. Choose either model in Red/Yellow, Blue/Yellow, Black/Yellow.

50-190 JT TEAM SCREEN

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50-189 JT TEAM SCREEN WITH CUPS

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JT VENTILATOR 50-191

Endorsed and used by BOB HANNAH. Features 4 vented front and back plates cupped away from the skin for cooling air flow. High impact polyethylene runs through the front and back for full protection. Fully adjustable and available in Red/Yellow, Blue/Yellow, and Black/Yellow.

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JT BACK BIB 50-192 for application of name and number.

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BACK BIB

50-192

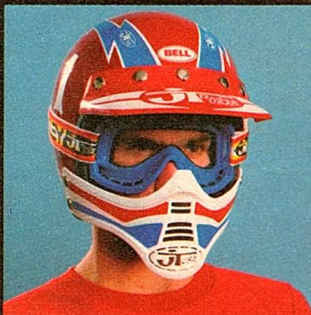


JT MIKKOLA MOTOCROSS BOOT

Formed from one piece of the finest grain leather, this super-fitting boot is the ultimate in a leather boot. As worn by Mikkola, Marty Smith, Marty Trippes, Broc Glover, and Tommy Croft. Available in Black, Red, or Blue.

Kid's Sizes—1 thru 5 (no 1/2 sizes). Adult Sizes—6 thru 13 (1/2 sizes—YES)

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*Give exact helmet size when ordering

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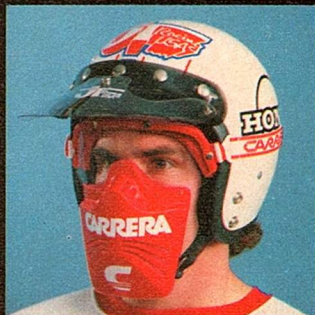
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These are the most effective mud guards you'll ever own. Constructed from thick polypropylene plastic for easy and simple installation, they keep hands and levers dry and clean. Popular with many National riders because they won't sag or flop. Includes the new super-neat JT insignia. Indicate bike brand when ordering.

09-103

\$8.95/pair



JT DIRT DIGITS™

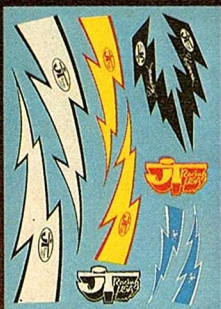
Both models are available in Black/Red, Black/Yellow, or White/Red Trim. All come in a pack of ten numbers.

09-101 Fat Numbers—for those one or two digit low plates

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09-102 Skinny Numbers—for those three digit plates

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HANNAH BOLT BAG™ 05-203

4 pairs of Bolts in 6", 7", 10" and 14" sizes (1 pair each size). Pick from white/blue, white/black, black, white/red or yellow/red.

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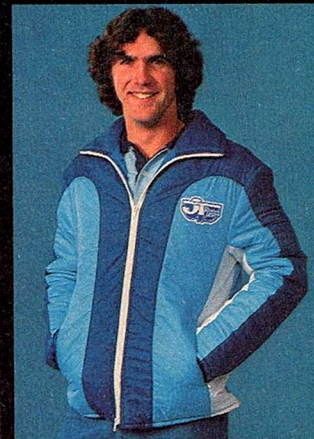
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Official "works" mechanic's overalls. Machine washable, adjustable shoulder straps and available in all Team styles.

Sizes: S, M, L, XL... **\$31.95**
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 06-239 Team Husqvarna Blue/Yellow
 06-240 Team Maico Red/Yellow
 *When ordering, please indicate part number, style and size.



06-232

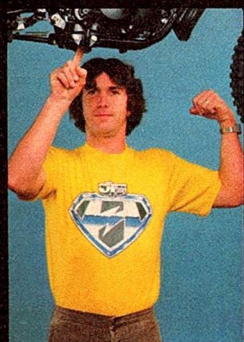
**JT TEAM JACKET**

Great new light-as-a-feather JT Team Jacket features zippered outer pockets, "wind-proof" inner cuff, nylon front zipper, and inside lapel pocket. Soft, strong nylon fabric is polyester filled for added warmth. Terrific color combination makes it a natural with jeans or pit pants on or off the track. Available as shown in Adult Sizes: S, M, L, XL... **\$89.00**

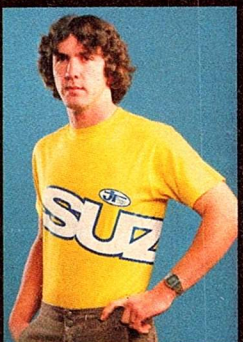
JT TEAM PIT PANTS

Exclusive new pit pants from Team JT are available for those of you who prefer pants to overalls. Made from the same cotton, poly blend fabric as the overalls, they are now available in three different colors with the trick new JT insignia down the leg. Sizes: S, M, L, XL... **\$31.95**
 06-250 Team JT Black/Yellow
 06-251 Team JT Blue/Yellow
 06-252 Team JT Red/Yellow

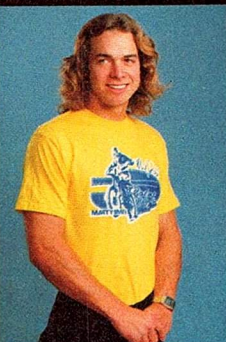
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 Team Hats **\$6.95**
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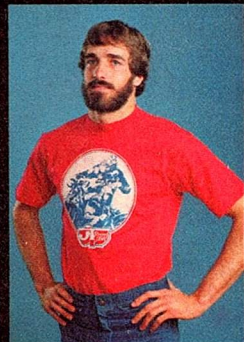
07-574 \$7.95



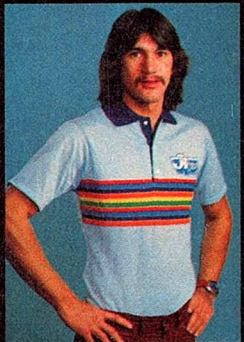
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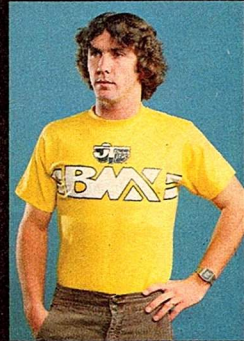
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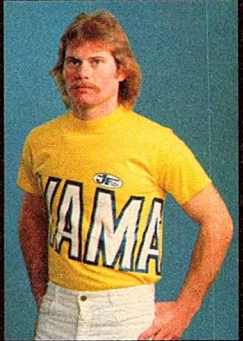
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SADDLEBACK'S SHADOW

faster than either one, and looking twice as smooth.

Magoo suddenly let Tripes by as his bike started to give him trouble again. Magoo was trying to preserve what had already become the greatest day in his life, even if it was a mechanical disaster.

Tripes began to reel Hannah in. Lap after lap Tripes would come WFO around the outside line up Webco Hill and pull up next to Hannah, only to lose what he gained on a steep drop-away jump half a track later. With three laps to go, Tripes pulled out the stops and caught Hannah at the top of Webco and stuffed it under him.

Hannah reacted like he had been hit by lightning. He turned the throttle wide

open and did a big tank-slapper. At the bottom of Webco, with Tripes leading, Hannah tossed his Yamaha into a two-wheel drift that culminated in both wheels and both feet flying off their tractive points, but he saved it. Tripes stayed cool, but half a lap later Hannah out-jumped him off the drop-away and had the lead again. Marty had seen this scenario too many times and decided to go for it. Quickly they were side by side again, but Tripes lost the rear end momentarily on a large on-camber U-turn and found that discretion is the better part of valor. If Tripes can ever, indeed, beat Hannah, it will be anticlimactic after the Saddleback duel.

Kent Howerton continued to be

consistent in third, and Magoo had struggled in fourth ahead of Scott Gillman.

125 REPEAT

Although Broc Glover continued his winning ways in the 125 class, and looks like a shoe-in for the National Championships, his battles are hard and his victories close. Each week the terrible teens, Myerscough and Ward, give him a tougher fight. Often it takes Glover the whole moto to establish his superiority. Make no doubt about it, his machine and he are superior, but the question is, for how long.

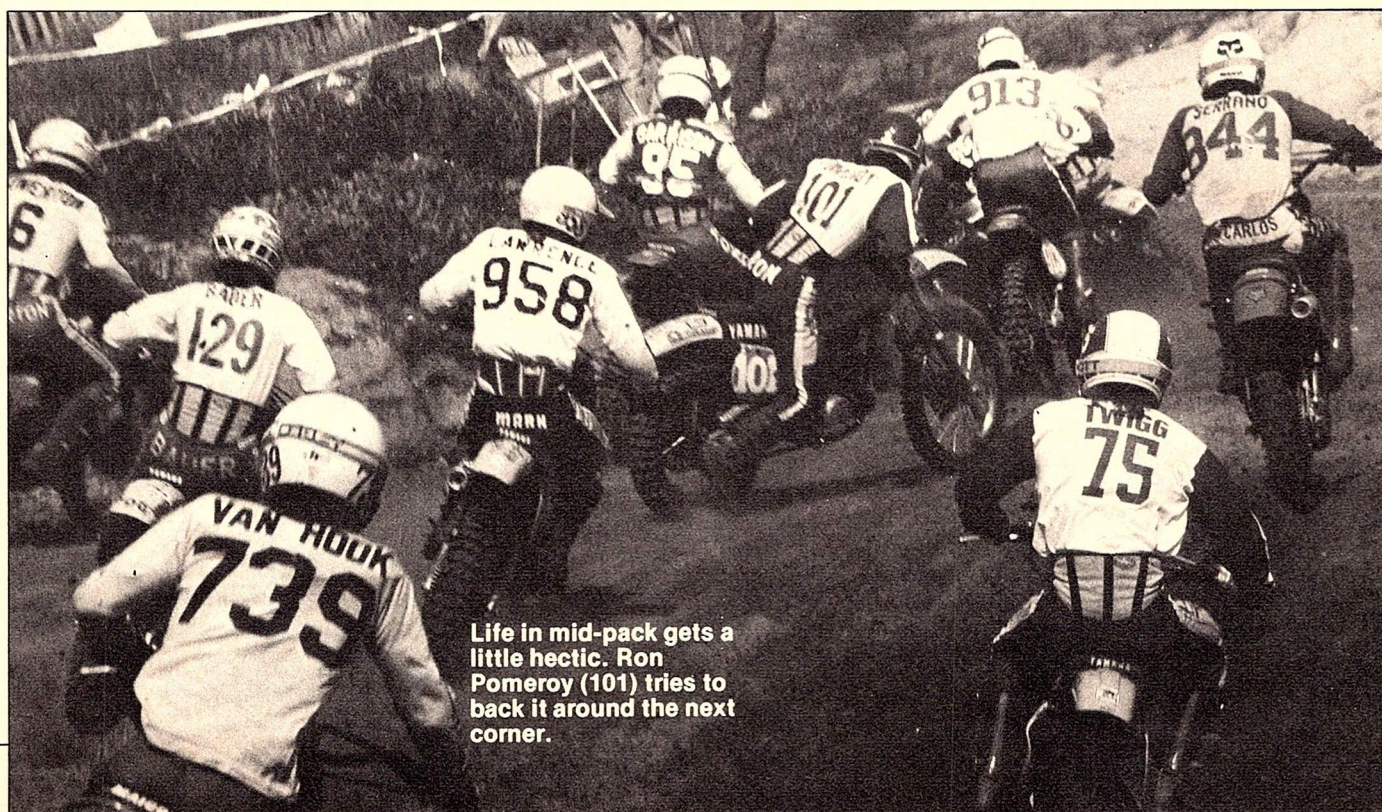
Privateers Pat Jacobson, Ron Turner, Donnie Cantaloupi and David Taylor have begun to make steady progress in



Jeff Jennings, Suzuki privateer, leads Kent Howerton, factory rider. Between them they have enough sixes to keep O'Brien numbers in business for years.



Local residents Clark Jones (529) and Rob Reisinger (938) argue over who lives closer to the track.



Life in mid-pack gets a little hectic. Ron Pomeroy (101) tries to back it around the next corner.

the top ten. The dice for top privateers is going to be a race to the finish of the series.

Brian Myerscough led the first moto after catching and passing Glover, but Broc came back and caught Flyin' Brian at the end. Myerscough then stepped off to end up fourth after leading the whole moto. Mark Barnett and Warren Reid came in second and third.

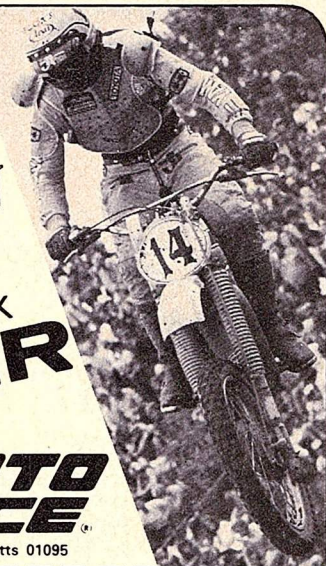
Jim Gibson and Warren Reid holeshot the second moto, but it wasn't long until Glover made his move and pulled away for the win. Myerscough had moved to the front early in the moto, but suddenly got ill and slowly faded to 15th. Jeff Ward and Mark Barnett crashed on the first lap of the moto and they both moved into the top ten, with Ward fifth and Barnett eighth by the flag.

SADDLEBACK

It was a great race on a great track. The young American stars beckon the mind back to the early years of motocross when names like Bickers, Aberg, Kring, Jonsson and Weil circulated at Saddleback. It was nice to see big-time racing return to the place that is synonymous with motocross. Saddleback — like it is, was and evermore shall be. □

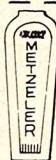


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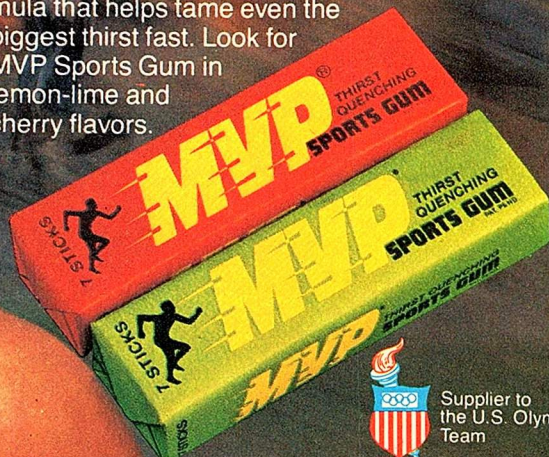
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MIDGET WORLD MINI



NMA fires up Saddleback

By Jody Weisel

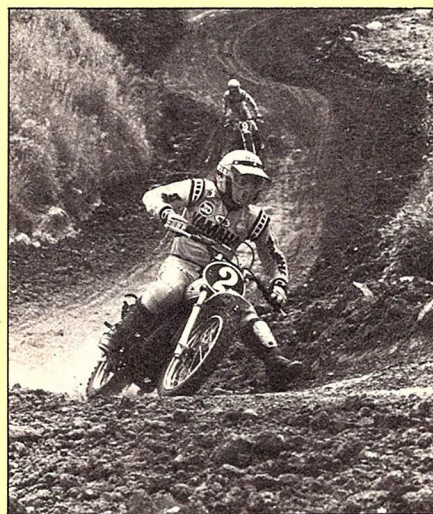
□ Saddleback Park had rarely seen such an influx of knee-high activity in its decade run as America's foremost dirt bike playground. The National Motorsport Association's World Mini Grand Prix was playing out a four-day run with continuous back-to-back motos. At stake were the World Championships, and the gunning was heavy. Yamaha had staked their years of mini dominance on the line with a blazing-fast and smooth kid named Erik Kehoe. How serious was Yamaha? Pierre Karsmakers' mechanic Ed Scheidler was assigned to make sure that his mounts didn't fail the 14-year-old.

Suzuki was no less serious, as behind every pit board and around every bend was a high-ranking Suzuki race technician. There were more Japanese at Saddleback than at Disneyland on this Sunday.

Kawasaki had vowed to pay \$2500 to any kid who could bust the yellow plague long enough to win an 83cc World title. It may have been the minis, but the motor homes, team trucks, factory mechanics, Japanese officials,

heavyweight contingencies and hovering Aunt Sallys made it the biggest little event in the world.

Suzuki's new RM60 hit the market in time to make an appearance in the Junior Cycle classes, but was outshined by an outlandish 50cc Italjet monoshock. The little Italian 50 had the crowd going ga-ga with its big-bike accoutrements.



This is a factory minicycle rider at work. His mechanic has turned wrenches for Broc Glover and Pierre Karsmakers. Erik Kehoe built up leads like this in every moto. Only George Holland could keep him in sight.



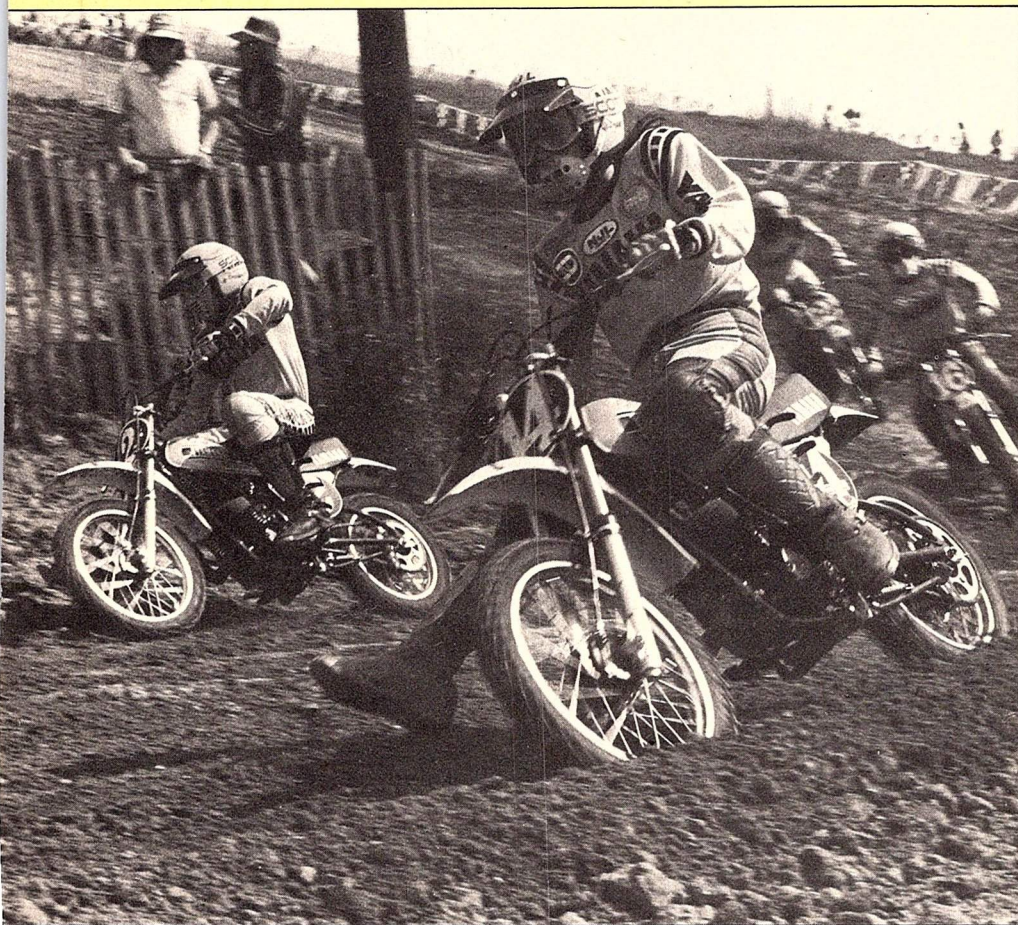
Pee Wee World Champion and Number One plate holder—King Richard Saxton.

RACERS

GRAND PRIX



The Pee Wees pour it on. Kevin Helsser (3) grabs the holeshot. These kids are as young as three, with some veterans as old as seven.



Eric Mansfield and Erik Kehoe (2) sweep down Webco Hill during the first moto of the Yamaha Race of Champions.

THE WORLD WAR

Minicycle riders came from all over the world to compete in the Yamaha Race of Champions. The Race of Champions is a straightforward, head-to-head competition. Each rider is given a stock YZ80F Yamaha and sent out to battle against the Champions from across the U.S. and the world. After each moto they change bikes, to avoid any potential machine advantage, and go at it again.

The Yamaha Race of Champions boiled down to two riders with a shot, George Holland and Erik Kehoe. No other riders had been able to touch these two all week, and when the gate dropped, no one could lay a hand on the fleet Erik Kehoe. Erik won all three motos, with margins as large as 20 seconds over Holland, who rode hard on an unfamiliar bike, being a Suzuki-sponsored rider.

The surprise of the day was that Australian Champion Steve Skilton finished a strong third, based on steady performances in all three motos. Third is the highest any foreign rider has ever finished. Canadian Champion Jeff Sutherland finished 11th, while Hawaiian Champion Scott Ho lagged in 14th. The heartbreak rider of the day was Melbourne, Australia's Derrim Porter, who had finished fifth last year. Derrim crashed on Saturday and cracked his wrist, forcing him to

MINI GRAND PRIX

withdraw from the Race of Champions. Ten thousand miles for naught.

DAYS GONE BY

With Jeff Ward and Brian

Myerscough burning up the 125 National Championship circuit against another NMA graduate, Broc Glover, the World Mini has taken on even more importance in the world of motocross.

Tomorrow's fast guys may well be today's mini stars. For Erik Kehoe, George Holland, Ted Brady, Chris Morey, Drey Dircks, Mark Tommaselli, Paul Denis and over 500 other riders,



The fastest minicycle racers in the world were invited to ply their trade on Saddleback's famous International track. Erik Kehoe (2), Snell Johnson (6), George Holland (9), Karl Johnson (8) and Todd Bray (4) took them up on it.

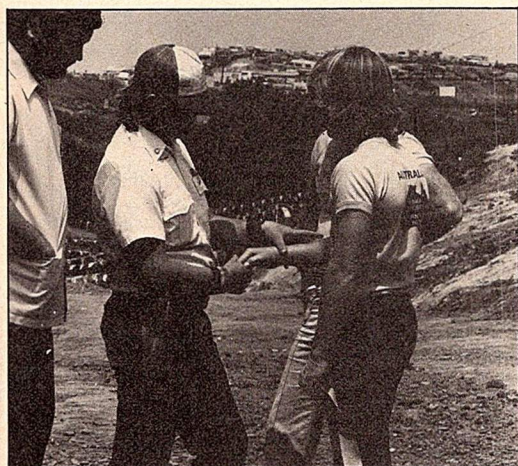
the World Mini Grand Prix may be that step up to quazar speed. Rarely does that get to happen for the mass majority, at least not before puberty. ☐

YAMAHA RACE OF CHAMPIONS RESULTS

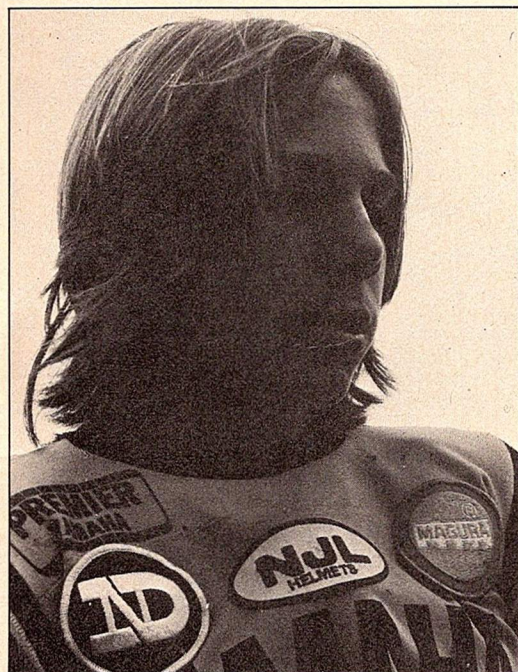
1. Erik Kehoe California
2. George Holland California
3. Steve Skilton Australia
4. John Wheelchel California
5. Roger McBride Missouri
6. Snell Johnson Utah
7. Craig Lambert Oregon
8. Karl Jordon Florida
9. Brad Kelly New Mexico
10. Eric Mansfield Massachusetts

ITALJET RACE OF CHAMPIONS

1. Randy Jones Maryland
2. Kurt Henricksen California
3. Bobby Moore California



Australia's Derrim Porter gets his wrist checked the day of the race. The doctor said no go for the Down Under champ.



Champion of Champions—Erik Kehoe.

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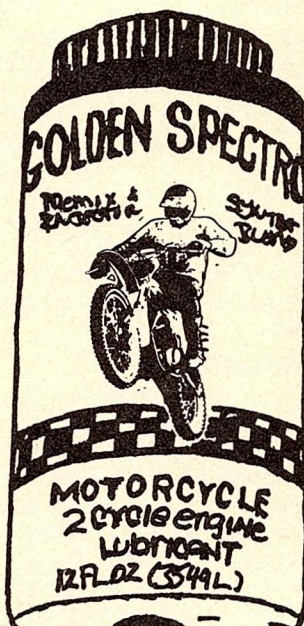
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RACE TEST

MONTESA CAPRA 414 VE

Something old, something new and
something bored

□ The Spanish manufacturers have faded off the American motocross scene in the past two years. The upshot has been a re-ordering of priorities and prestige on the Spanish Main. Montesa has taken over the top of the heap of the Barcelona flyers. Bultaco hopes to make a comeback in 1980, while Ossa is not in any position to make much of a dent on the American market.

There are massive limitations holding the Spanish back in America, and the largest of these roadblocks is a lack of consumer confidence. Montesa has tried to put forth a serious motocross effort, and even though it has been less than spectacular, it displays interest. Efforts were made to secure a top-flight star for the 1979 season; these failed, but Montesa did win the 1978 National Amateur Open class Championship.

The Montesa Capra 414 VE is the latest entry in the big-bore motocross sweepstakes. Although the machine is essentially a 1978 360 VB with a facelift, a lot of the cosmetic surgery did wonders for the machine.

THE SKELETON CREW

The 414 is an overbored 360, and the 88mm bore by 68mm stroke makes the VE something of an oddity in today's motocross wars. Most manufacturers are following the Maico lead of a long-stroke torque motor. Montesa's short-stroke is a snappy revving 413.5cc of brute power. The tightly wound motor would be more than a handful but for an unbelievably easy to use tranny. The box only holds four cogs, which, thanks to a good, broad spread, make the bike really one of the easiest to control Open class mounts on the market.

The frame is almost identical to the old 360 VB frame. Only the suspension has been changed to protect the image. The 1978 gas Betor shocks have been trashed in favor of a set of 14¼-inch Corte Cossa shocks with remote reservoirs. Corte Cossa supplies the shocks to both Maico and Montesa. The front forks are 38mm Marzocchis. Last year Montesa used the old-style 35mm Marzocchis. The result of

the suspension grafting is a taller machine with a lot more travel.

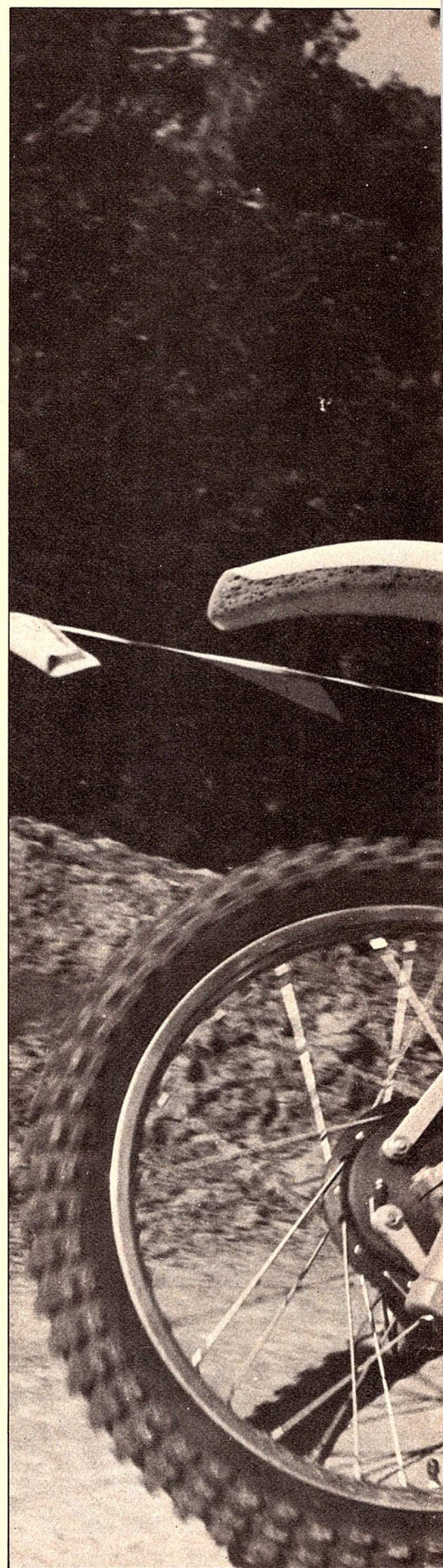
The rear wheel is a 17-incher with a new Pirelli Gera-Cross tire on it. Pirellis are found on all Spanish machines. The Gera-Cross works in traction situations, but so will the bare rim. It can't match a Metz on the hard stuff.

The engine is helped in its task by a 40mm Bing. Four-Ohh! It breathes through a good Twin Air foam filter and is ignited by a Motoplat ignition. The 414 VE has all-new plastic to set off its transplanted motor and suspenders.

GETTING IT ON

The first thing you are going to find out about the 414 is that you won't be able to start it. The forward-mounted kickstarter is hard to use, and getting the 88mm piston to revolve requires a heavy foot. We pushed it at every race. Once it warms up the Montesa can be started with the kickstarter. We checked the timing, changed plugs, rejetted the carb and still found that parking on a hill was the only surefire way to make sure it would fire. Once you have it started, you pull the clutch lever in. It is fairly smooth and easy to use. Snick it into first. There is a little clunk as it slides into gear. Initially you will notice that first gear is too low for a four-speed transmission. The Montesa easily wheelies through the first three gears. It makes a distinctive crackle as it revs up. The Montesa has two silencers, one inboard and another one at the end of the pipe. We checked the inside silencer and found that the packing had blown out. We repacked it.

The Montesa isn't slow, but it is different, and until you learn to take maximum advantage of the four speeds and fast-revving motor the long-strokes are gonna move away. Third gear is the hot setup. It is broad and strong. You can stay in third almost all day. We don't think that a five-speed tranny would work any better with this bore and stroke configuration. Power-pack Open class mounts could run three-speed transmissions without affecting the outcome on most of America's motocross tracks.





A serious study in contrasts: big 17-inch rear wheel, short-stroke 414cc motor and a long, low profile.

MONTESA CAPRA 414 VE

The bike handles much better than last year's 360, but feels very disjointed. The rake on the front end seems excessive in the slow corners, while the long Corte Cossas are mounted straight up and down under the rider's butt. The shocks pogo slightly over braking bumps and ripples. There is actually a seesawing motion through the whoops. Speed cures all, and attacking the rough stuff smooths the rough edges off of the suspension.

The wheels and hubs are the same as last year, and work well. The spokes stayed tight and the brakes worked marginally well. The brakes are typically European, which means they slow you down progressively, unlike the Japanese brakes which stop the bike instantly. The rear brake is activated by a cable that operates like a rod. It is a good idea.

The suspension has increased over an inch at each end this year. The increase in travel, and in rigidity, makes the bike feel much more stable than last year. The air/spring Marzocchis feel much better than their predecessors, although they still have a spike on the last couple of inches of travel. The damping seems to build up too rapidly. Lighter oil and careful selection of air pressures can minimize this problem.

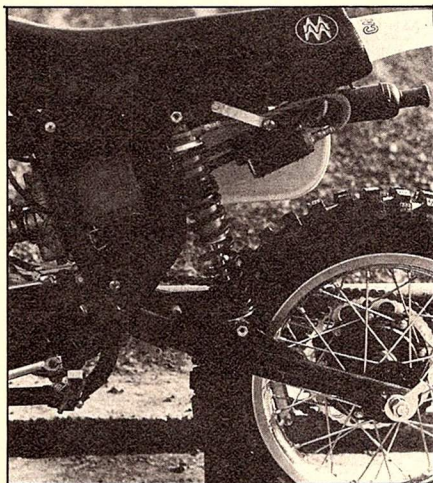
This year's VE has a new seat, tank and side panel combo. The seat is pretty neat. It is a semi-pyramid shape and feels comfy on the thighs. The tank and side panels are a confusing mixture of novel design and gaudy bad taste. The gas tank is a short plastic model that is a pea green (bordering on yellow). The side panels, on the other hand, are white, with yellow number panels and a khaki green corru-

gated FIM panel. The fenders are strong, white plastic. Last year the fenders were too narrow, but they made them wider this year.

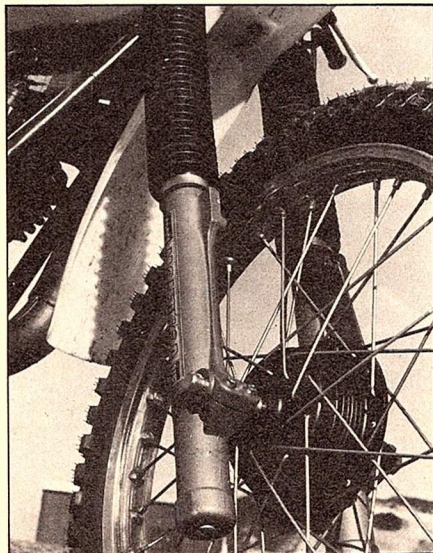
Our test bike did not suffer a single major malfunction and never required any parts. To ensure that our bike was representative, we pulled it directly out of the crate and set it up ourselves.

WHAT DID GO WRONG

The jetting didn't seem correct for our California test tracks, and this is a problem that seems to plague Bing V54 carbs. The carb needed rejetting. We changed the stock 286 needle to a 284 and backed the air screw out one and a half turns. We kept the stock 185 main jet, but moved the clip on the needle from the bottom to the



The detailing on the suspension and air box is first-rate. The almost-vertical shock arrangement is a Montesa exclusive.



The front spokes mount directly into the front hub. The 38mm Marzocchis are good, and quite a bit more rigid than last year.



Spanish engineering with Italian suspension. Can it handle Saddleback's California adobe? Roost on.

middle position. These minor changes made the engine run much crisper.

At the second race a leaking right side petcock showed up. The molded-in threaded nut that the petcock attaches to wasn't mounted in thick enough plastic, and allowed the gas to leak out. We used some 3M goop, and sealed off the

complete petcock, and ran solely on the left-side petcock.

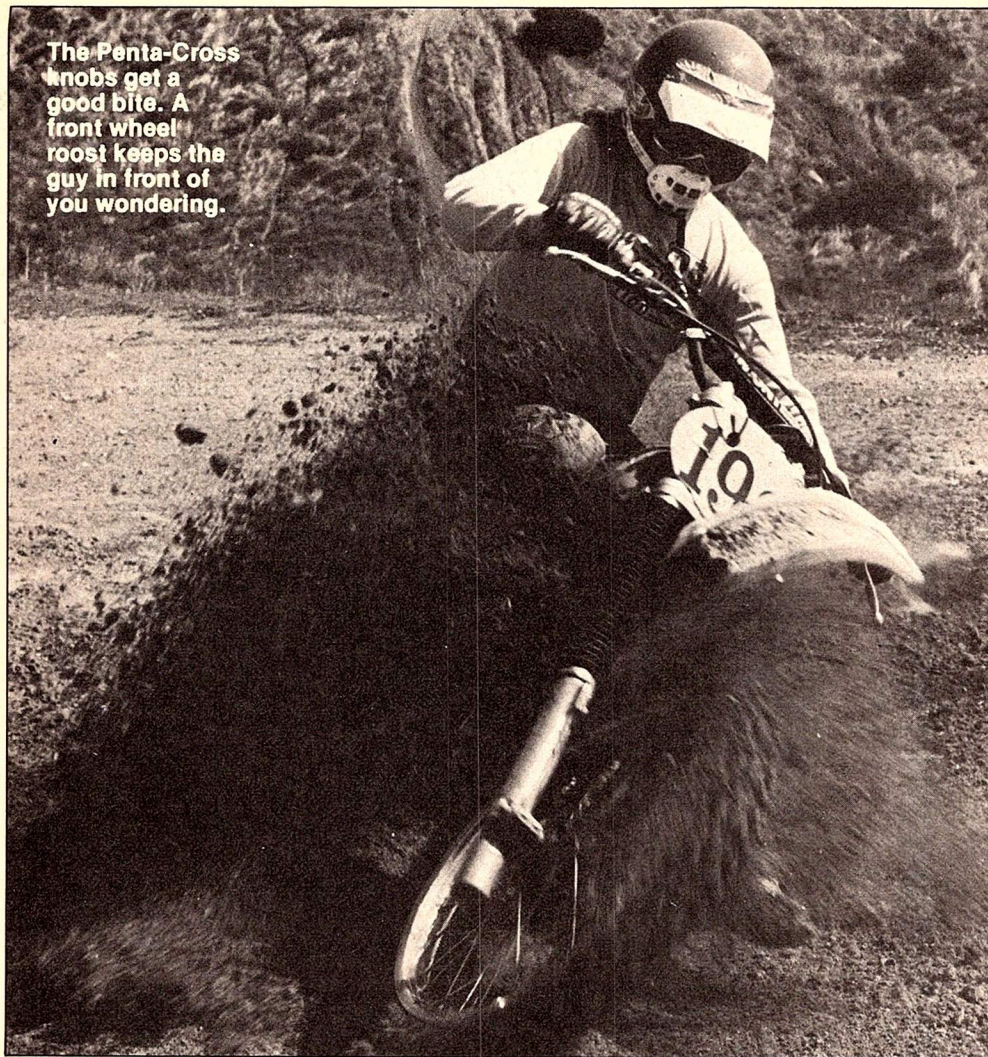
The exhaust pipe cracked on the side seam about ten inches from the cylinder. We broke the front motor mount bolt, and had to replace it with a stronger bolt. It is very important to constantly check these bolts. Montesa beefed up the head stay

mounting brackets to avoid a repeat of last year's problems.

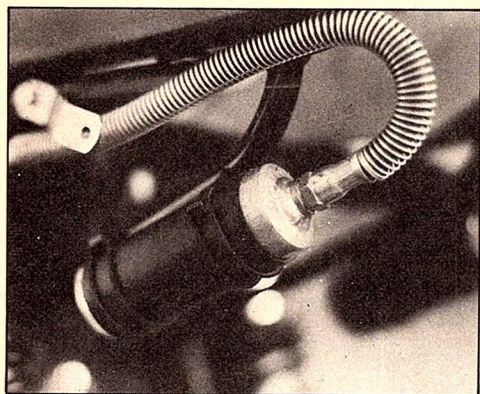
The seat came unglued. We had this same problem last year. Regluing the seat with upholstery glue cured the flapping vinyl.

This year's chain tensioner pad was a big improvement. Last year the rubber

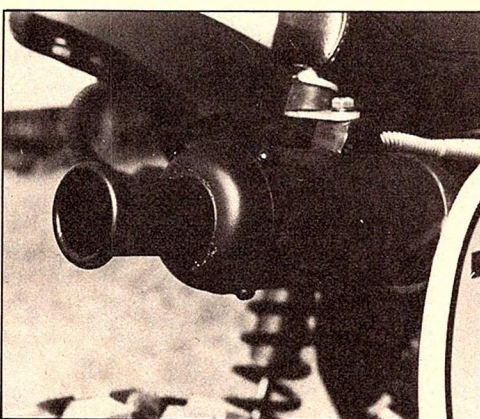
The Penta-Cross knobs get a good bite. A front wheel roost keeps the guy in front of you wondering.



The gas drips out of the petcock. An explosion and expensive fire could have resulted.



The Corto Cossa reservoir has its own little mounting bracket and sleeve. It represents good mechanics, but poor thought processes.

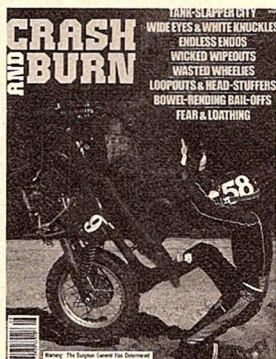


The silencer featured a rolled edge to decrease the pain quotient should someone ram into it. The silencer was rubber-mounted.



But thanks to an overdose of 3M goop the petcock was turned in-operative.

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MONTESA 414 VE

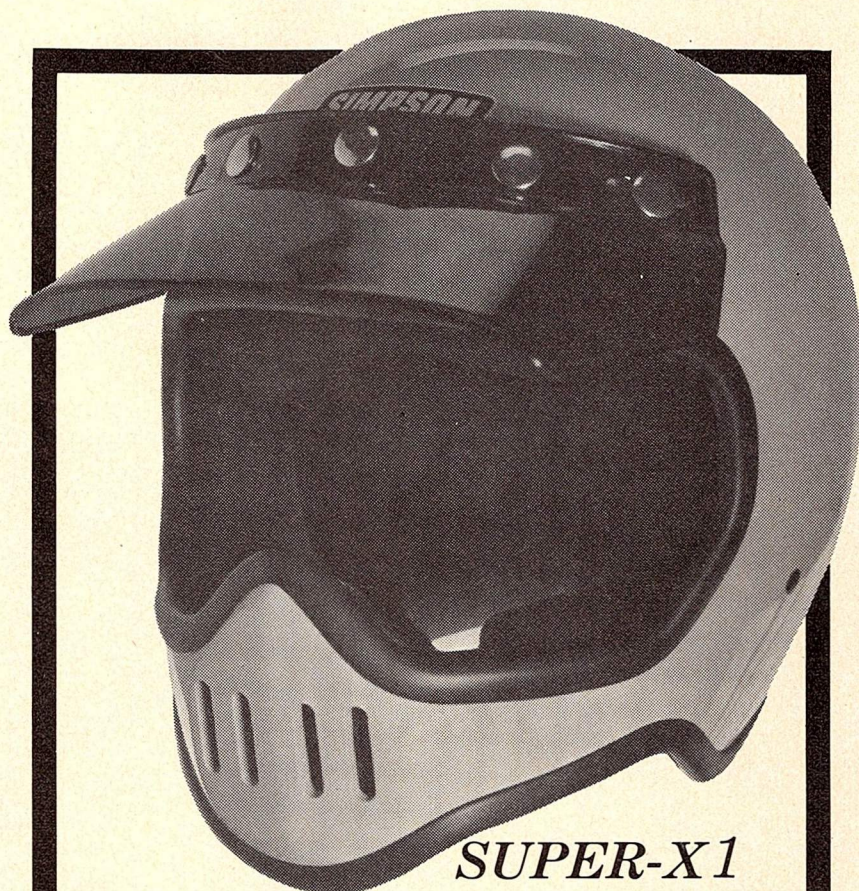
roller would disintegrate almost immediately. We replaced them with Rowe rollers last year. The VE has a pad instead of a roller. The rubber cover that protects the kickstart pivot wore away instantly. The kickstarter rubs against your leg.

WHAT DIDN'T BREAK

The stainless steel spokes were sano, and the trick front hub design remains one of the lightest and smallest in the industry. The cable adjusters are similar to the ones that come on Montesa trials bikes. Al-

though they are more complicated to mount and set up, the totally protected system works very well. The Corte Cossa reservoirs mount into a trick tube-type holder, but they are wrapped in a rubber sleeve to cushion them. We couldn't help but wonder how much heat the rubber sleeve kept encased inside the reservoir. It could defeat the whole purpose.

The air box still rates as one of the easiest to work on. The filter can be removed in a few seconds. The system is so ingenious that Husqvarna duplicated it



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this year. The side panels now allow the use of three numbers. Last year the side panels were so small that numbers could barely be applied.

The chain is by Joresa, not a renowned name in strength, and required a lot of adjusting to keep up with it. Eventually a link had to be removed. Last year the Montesa came with a low, long, fiberglass gas tank. The plastic tank is shorter and allows for a better riding position, but we got a little bit of drool out of the gas cap. We bent the locking tabs up a tad to get a better bite. It helped, but it didn't eliminate the gasoline spittle.

DIFFERENT STROKES

The Montesa 414 VE is so different from the run-of-the-mill motocrosser that it almost defies comparison. The motor is a big-bore short-stroke, the shocks mount vertically under the seat, the tranny is a four-speed, the rear wheel is a 17-inch Pirelli, the carb is an enormous 40mm Bing, and the color combo is strictly gauche. Compared to its color-coordinated, long-stroke, cantilever, five-speed, 36 or 38mm competitors the Montesa must suffer the revolutionary plight.

The bike does work. It didn't break any more than the Oriental brethren and its performance was good. It isn't a great bike, because it tends to be too much of a conglomeration of the past (the old 360 items), the rapidly changing present (long-travel suspenders), and the unknown future (17-inch rear wheels and 40mm carbs). □

SPECIFICATIONS

Make: MONTESA
Model: 414 VE
Country of Manufacture: SPAIN
Retail Price: N/A

ENGINE:

Type: Piston port, single-cylinder,
..... two-stroke
Bore & Stroke: 88mm X 68mm
Displacement: 413.5
Carburetion: 40mm Bing V54
Ignition: Motoplat
Lubrication: Pre-mix
Air Filter: Twin Air oiled foam

TRANSMISSION:

Type: Four-speed
Ratios: 1.833, 1.428, 1.125, 0.941
Drive Chain: 520 Joresa

SUSPENSION:

Front: Marzocchi, air/spring,
..... 10.5 inches
Rear: Corte Cossa gas shocks,
..... reservoir, 10 inches

DIMENSIONS:

Wheelbase: 56 inches
Ground Clearance: 12.9 inches
Seat Height: 38.9 inches
Track Weight: 235 pounds
Fuel: 2.2 gallons

No inside seams to cause blisters.

Fingers are curved to eliminate tension and bunching.

Double stitched extra layer of leather in palm helps absorb wear, prevent blisters. Contoured shape won't bunch up.

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TECHNICAL

LUFT RM RES

New life for the old shoes

By Jody Weisel

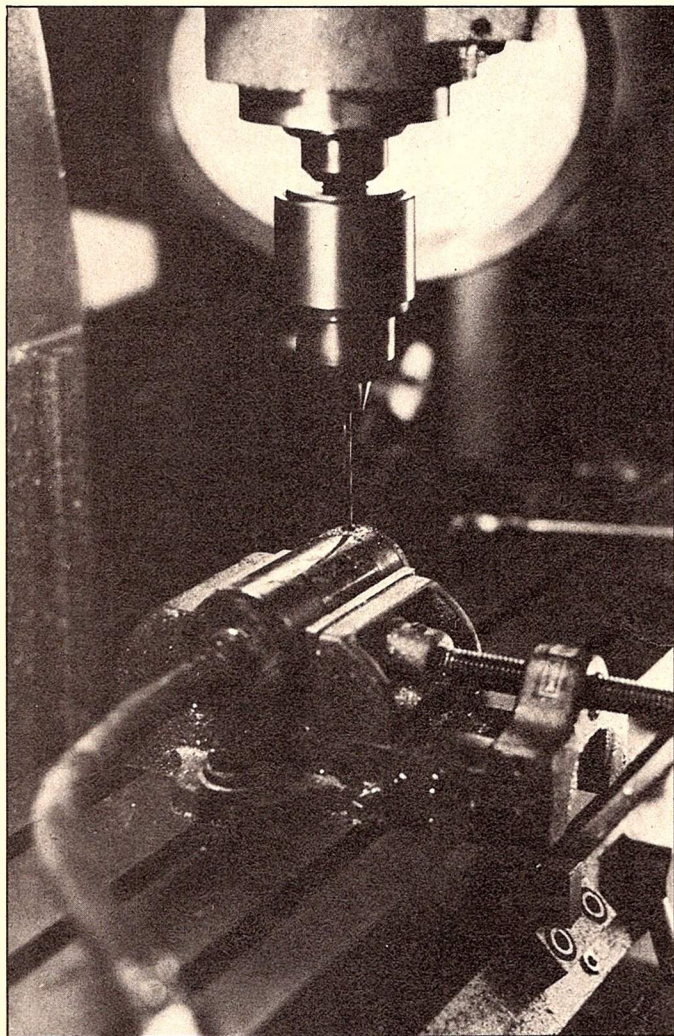
□ Stock Suzuki shocks have a lot of potential. There are very few secrets in the design and configuration of damping and hydraulic systems. The Suzuki DeCarbon system is comparable to any other brand of shock. But it is no secret that accessory shocks like Works Performance and Ohlins feel better and have more adjustability than stock Kayaba Suzuki shocks. The Luft RM Reservoirs finally give the rider who likes his Suzuki shocks a chance to dial in the ride even better.

The Luft Reservoir kit has two aluminum reservoir bodies, a filler funnel and tube and a complete set of instructions. The

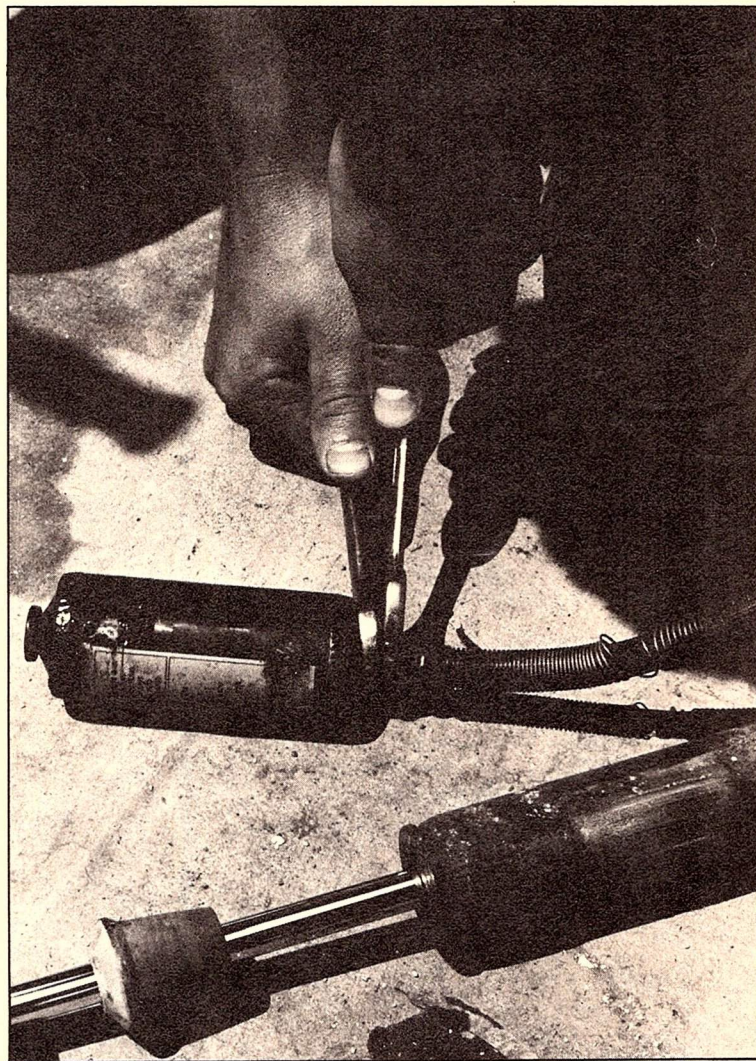
advantages are increased oil volume, decreased weight, pressure control and oil weight selection.

We set up a set of reservoirs with five-weight oil and a set with a 50/50 mix of five and ten-weight (7½). Using a standard setting of 190 pounds of nitrogen, available at most Yamaha shops, we found the action of the Kayaba shocks to be massively improved. We would recommend five-weight PJ-1 or Bel-Ray for 125 owners and the 7½ for 250 and Open riders.

The retail price is \$74.50 from DG Performance Specialties, 1170 Van Horne, Anaheim, California 92806; (714) 630-5471. □

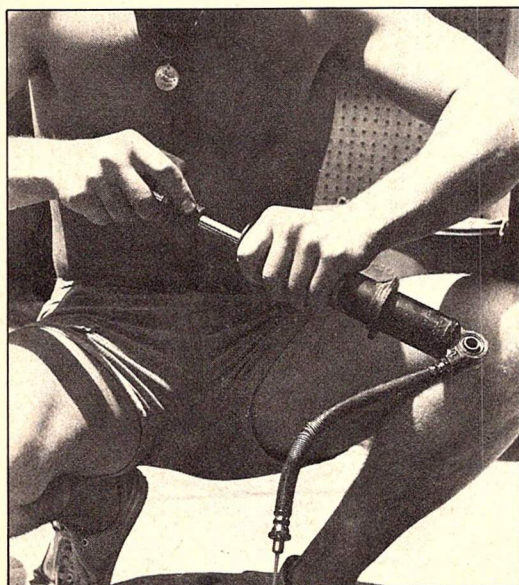


Remove the shocks from the bike and carefully drill a small hole near the top edge of the reservoir. Kayaba provides a drill mark for you to use when disposing of the shock. Do not try to work on the reservoirs without drilling to release the standard 170 pounds of pressure.

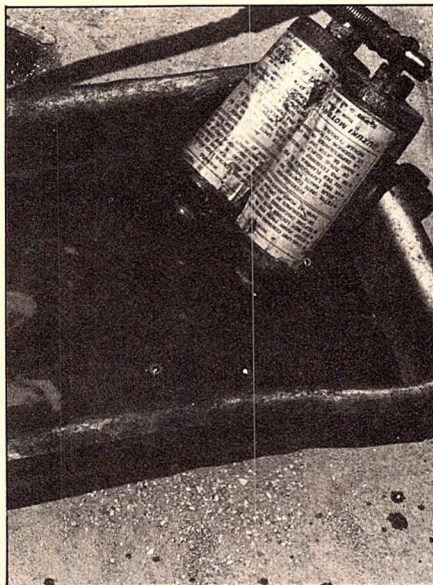


Using two wrenches, remove the reservoir from the shock line. Since you won't be using the reservoir again, you can toss it. Be careful to save the O-ring between the line and reservoir.

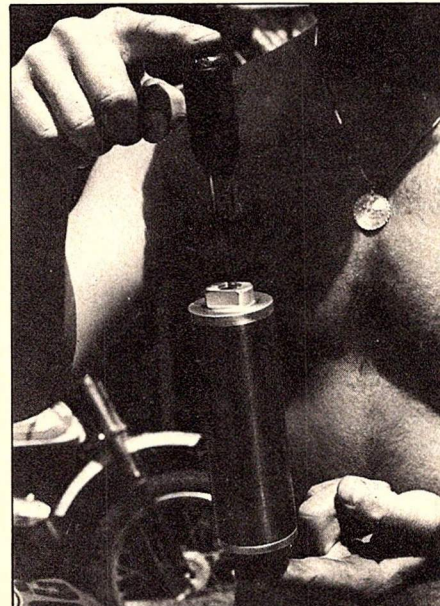
SERVOIRS



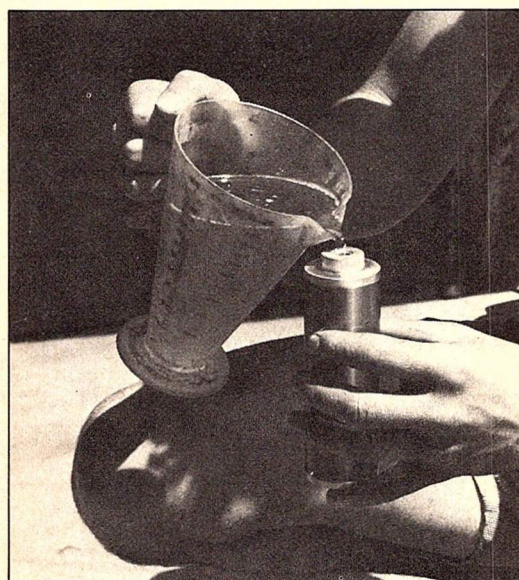
Pump the old oil out of the stock shock by moving the shaft in and out. The oil will squirt out very rapidly. Set the shock up and let it drain.



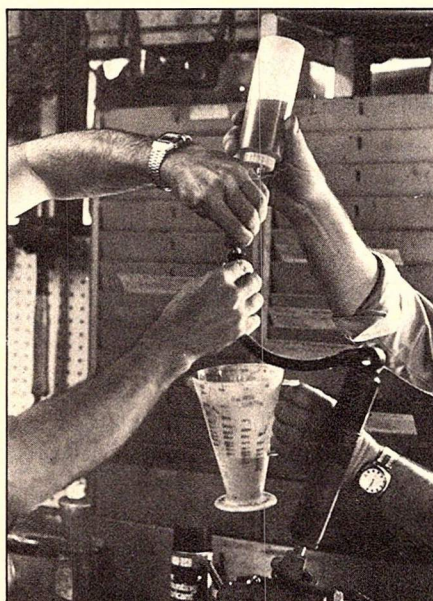
The stock oil is pretty fishy. It comes out looking like a bad imitation of chocolate milk. This is the reason the shocks don't work as well as they could.



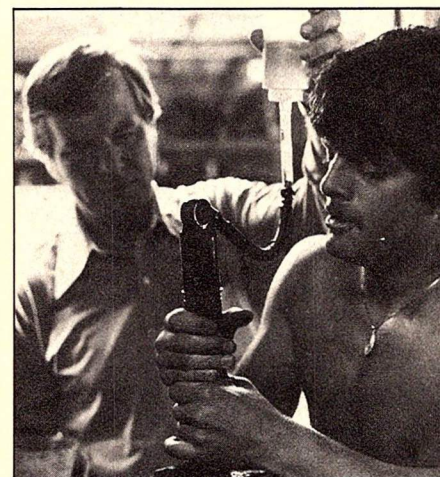
Take a screwdriver and make sure that the separator piston inside the Luft reservoir is exactly in the center of the cylinder. This is important.



Once the piston is centered, fill the new Luft reservoir with oil. We are using Bel-Ray LT100 (five-weight). Fill the reservoirs to the top and set aside.



Place the shock body in a vise and push the shaft all the way in. Using the supplied funnel and tube, pour oil directly down the reservoir line.



When the oil stops running into the shock body, start pumping the shock up and down. As you do this bubbles of air will escape up the line. Move the shock body from side to side and tap it sharply to dislodge any trapped air. Continue to pump the shock for at least ten strokes after the last air bubble is seen.

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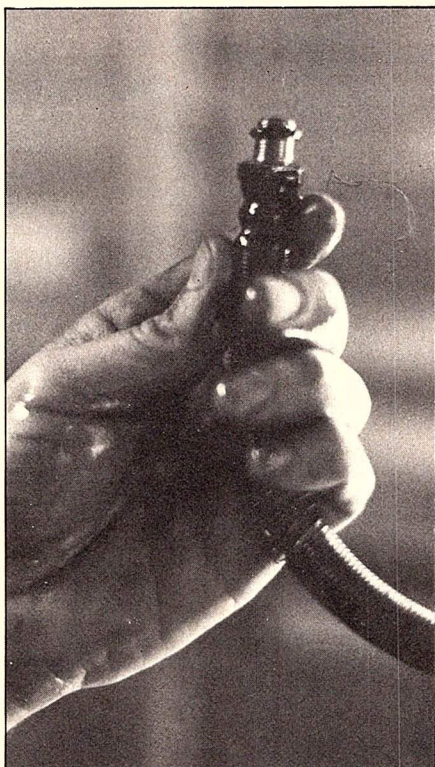
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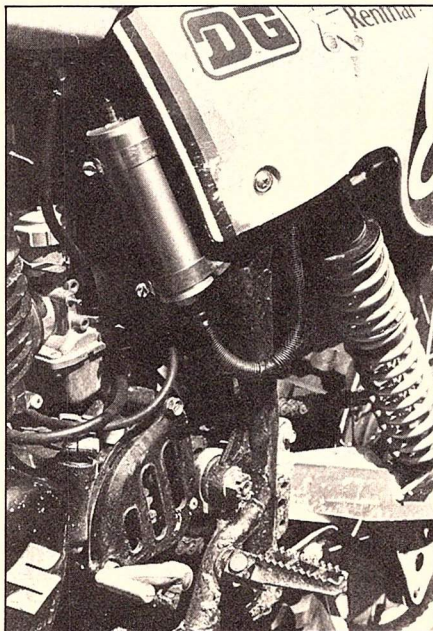
Make sure that the O-ring is in place on the threaded end of the reservoir line.



Take the full reservoir and the full line and swiftly stick them together.

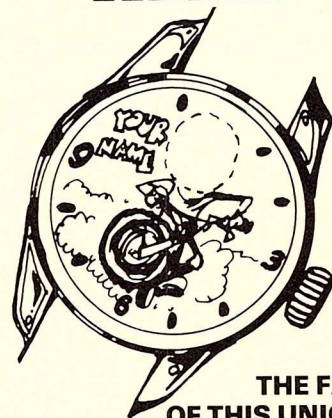


Try not to spill any oil, although a little mess is to be expected. Screw the shock line and reservoir together and tighten with a set of wrenches. Make sure that it is secure.



We added 190 pounds of nitrogen to each shock. You can add as much as 240 pounds. The amount of pressure controls the compression damping, while the weight of the oil regulates the rebound damping. Be sure to put the hose clamps on at the ends of the reservoir. The crimping of the hose clamp could seize the piston if it is near the middle.

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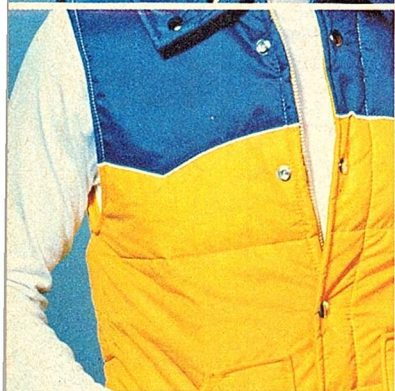
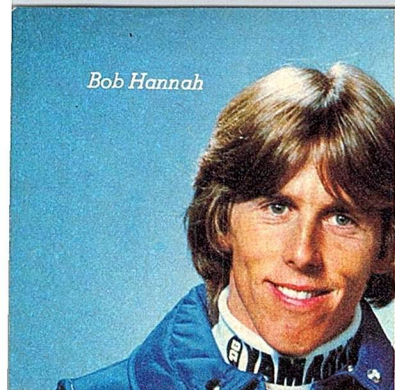
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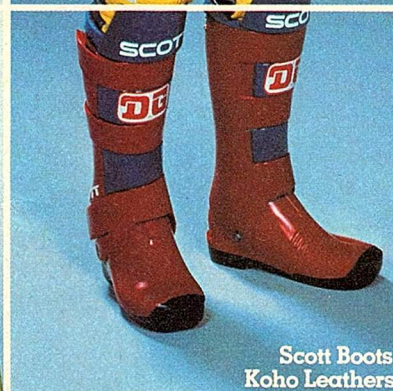
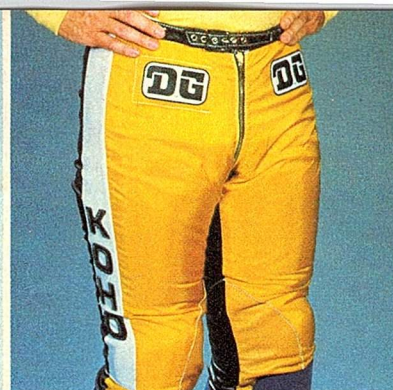
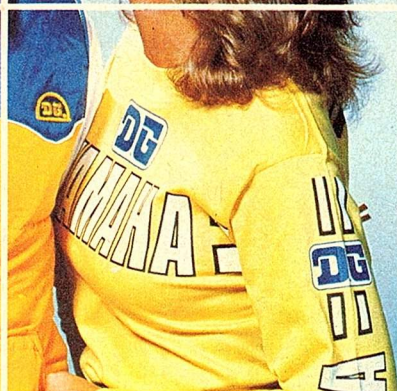
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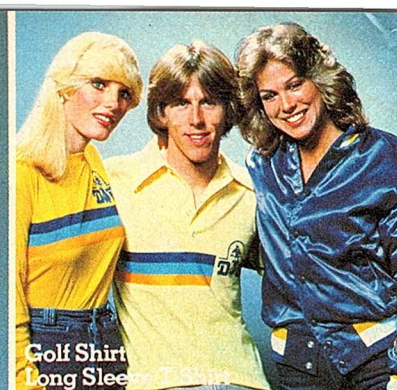
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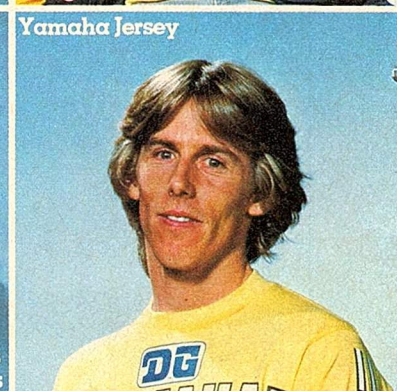
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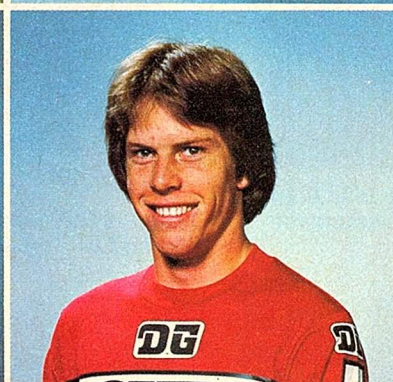
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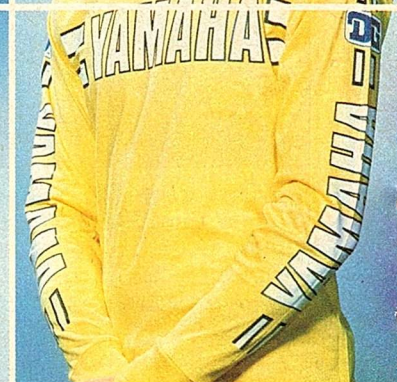
Yamaha Jersey



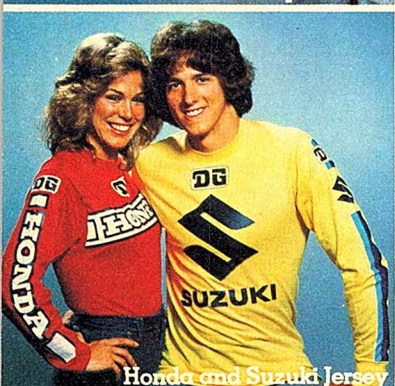
Koho Pads



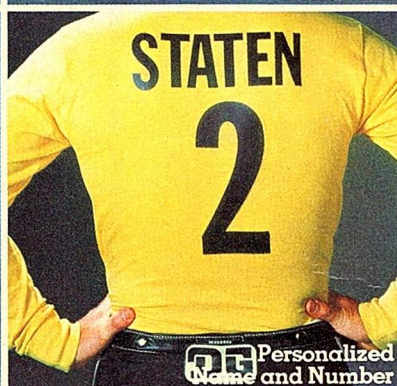
Honda Jersey



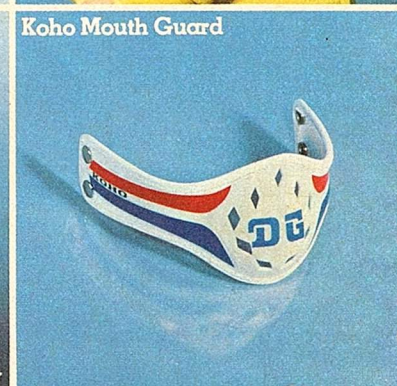
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Honda and Suzuki Jersey



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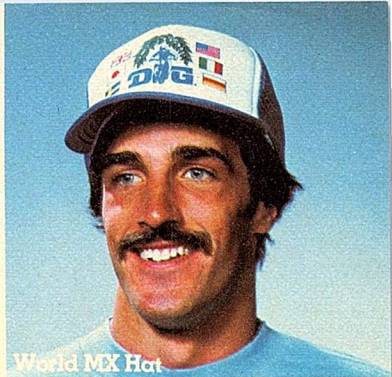
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World MX Hat



Hurricane Jacket

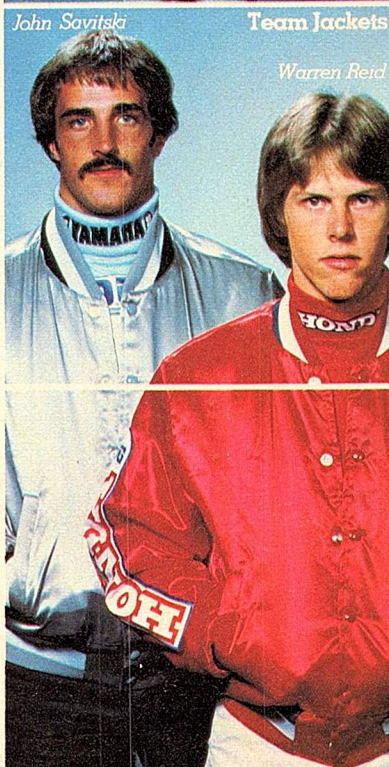


Pro Glove



Special Glove

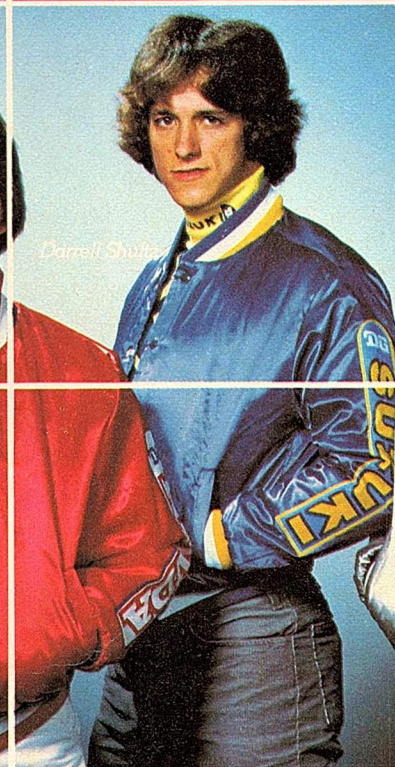
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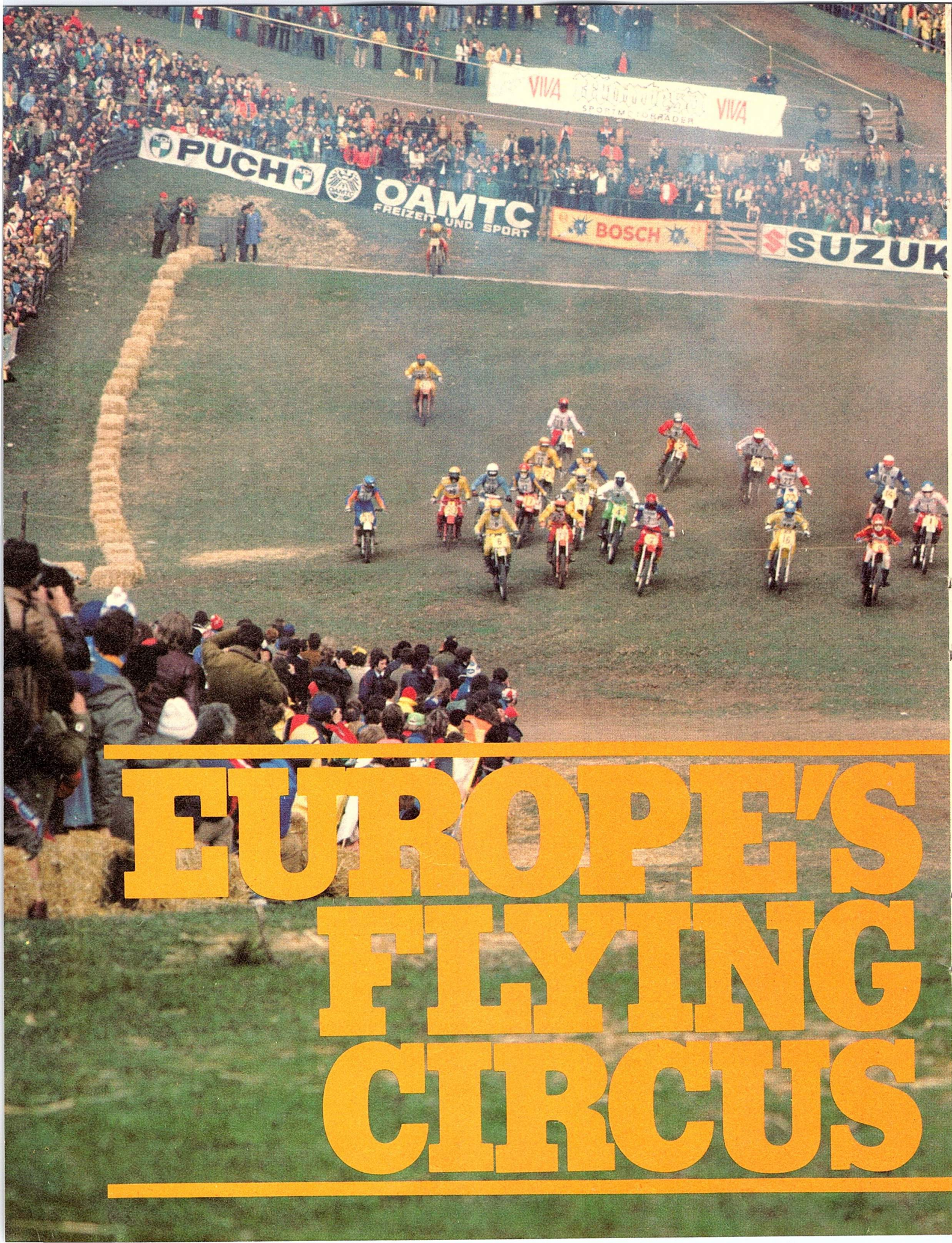
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in



EUROPE'S FLYING CIRCUS



They travel from country to country like a wandering tribe of gypsies, but tucked neatly away inside the brightly colored caravan are the men and machines of Europe's motocross circus. There are no factory supermen, who fly from race to race and stay aloof from their competition. Europe is a small place with intricate laws, narrow roads and a horrid airline schedule. DeCoster has his Dodge Maxi-Van, Moiseev has a Mercedes and the Czechs have their ancient buses. But everyone stands in the mud.

In Europe it is not so much a battle of makes as it is a replay of the Second World War. Nationalism abounds and a World Championship for Finland or Russia is for politicians to gloat over and border guards to harass tourists with. Being on the traveling motocross circuit is the life of the European iron men.

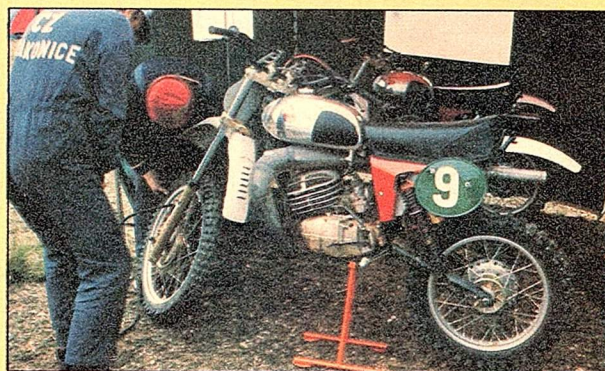
NEW

What's new on the GP circuit



DECOSTER'S VILLA LEADING LINKS

Roger DeCoster opened the season at the Austrian Grand Prix with two bikes — one with Kayaba forks and one with an ingenious set of leading link forks. Roger elected to use the leading links. In actuality, the forks aren't leading links. The series of levers and torque arms make the wheel move in the same direction as a set of regular forks. The original design came from Walter Villa, but Roger's set was made in Belgium. It was unpainted.



CZ MAKES A CHANGE

The works CZs at the Spanish GP sported Ohlins shocks and Marzocchi forks. The engine cases are magnesium, but the castings have changed very little in the past ten years. The handmade pipe sticks way out in the way. The Stillmotor front fender has notches cut in it to allow cooling air to the cylinder.



THE RUSSIAN CAMP

The 250 KTM's of Moiseev and Kavinov are looked after by Austrian mechanics inside the standard European tent. The mechanics are friendly and outgoing, while the Russian riders are always under the watchful eye of a supervisor. The current Russian riders have been on the circuit longer than any other USSR riders.



POMEROY'S COMPLAINT

Jim Pomeroy, after a heated Trans-AMA series in 1976, quit Bultaco amid hard feelings. This year he rejoined Senor Bulto's forces, to replace Harry Everts, and has had nothing but bad luck. The new Bultacos have been redesigned and have new motors. Pomeroy's GP results have been damped by engine and transmission failures.

MACHINERY

TOYS

Photographs by Marcia Holley and Herman Jottman.



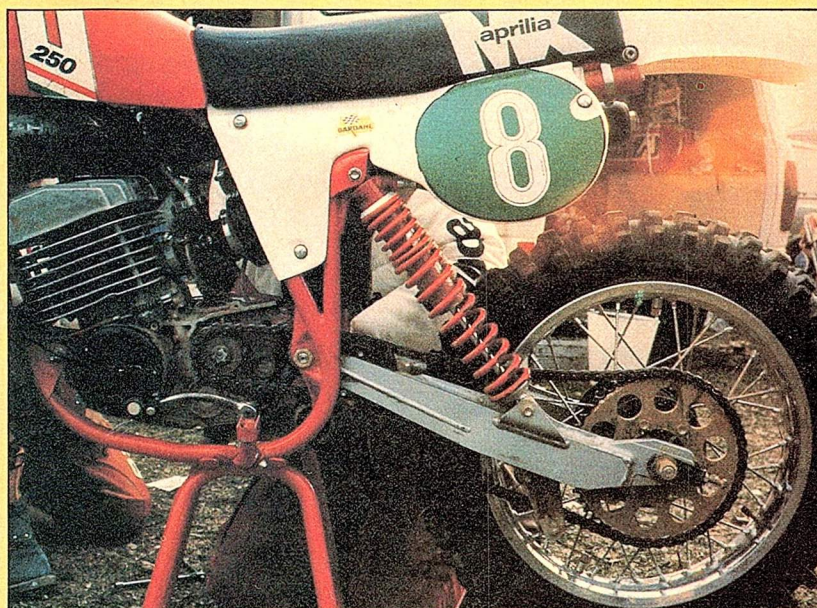
ALPHA BETA

The Italian manufacturer Beta fielded a team in the 250 World Championships. The Beta has an in-house 250cc engine. A Bing carb feeds reed valves. The casting is fairly rough. The suspension is by Marzocchi and Ohlins.



SACHS FIFTH AVENUE

Sachs, one of Europe's largest engine suppliers, is attempting to contest the 250 World Championships. The Sachs 250 MX uses Ohlins shocks and Marzocchi forks. The motor is very similar to a Hercules enduro seven-speed, but comes as a six-speed with a higher state of tune. Frank Stacy contested the 1977 Trans-AMA Support class on the prototype.



SUZUKI'S ITALIAN BIKE

Former Suzuki and Montesa factory rider Torao Suzuki is contesting the 250 World Championships on an Italian Aprilia. The Aprilia uses a 250cc Hiro engine and is suspended by Marzocchi and Corte Cossa shocks. The swingarm is very similar to an RM Suzuki arm.



BUL'S NEW MOTOR

Jim Pomeroy and Tony Elias hit the Spanish GP with a totally new motor in their Bultacos. Completely new center cases house a reed-valved cylinder and Mikuni carb. The head looks like it came off of an older model, but the layout of the shift lever will finally cure the Bultaco pretzel lever problem.

GRAN PREMI

Pomeroy, Turner and Moates in the Campeonato del Mundo de Motocross

By Herman Jottman and Jody Weisel

□ For Moto-X Fox's Jim Turner it was all new and he was taking it all in and enjoying every moment, but for Marty Moates and Jim Pomeroy it was a return to familiar haunts. The Spanish 250 Grand Prix at the Sabadell track was the scene of Jim Pomeroy's explosive debut into the upper echelons of motocross stardom. But Pomeroy's victory at the Spanish Grand Prix was seven long years ago, and a lot of hard feelings have passed between him and Senor Bulto. Over the winter the hatchet was buried, and Jim Pomeroy was the darling of the Spanish people again.

Marty Moates was thrust into the international limelight by another Spanish manufacturer, Ossa, and Sabadell was a homecoming for him also. Moates, now riding an LOP Yamaha, had been hard pressed in the days prior to the race. His bike was lost on the way to the track and his van was broken into and cleaned out.

The 250 Grand Prix is a European show, with only five Japanese machines in the starting field of 41 bikes. Kawasaki made a surprise appearance with a 250 Uni-Trak monoshock in the hands of privateer Rolf Dieffenbach. Dieffenbach is a German, who used to campaign Maico-motored Kramers. Two Yamahas sat on the grid with Norwegian Champ Jan Kristofferson and LOP's Marty Moates aboard. The final two Japanese mounts were the Hondas of Jim Turner and Finn M. Tarkkonen. On the other hand, ten European manufacturers were represented by riders on KTM's, Bultacos, CZs, Husqvarnas, Maicos, Montesas, Aprillias, Betas, SWMs and Sachs.

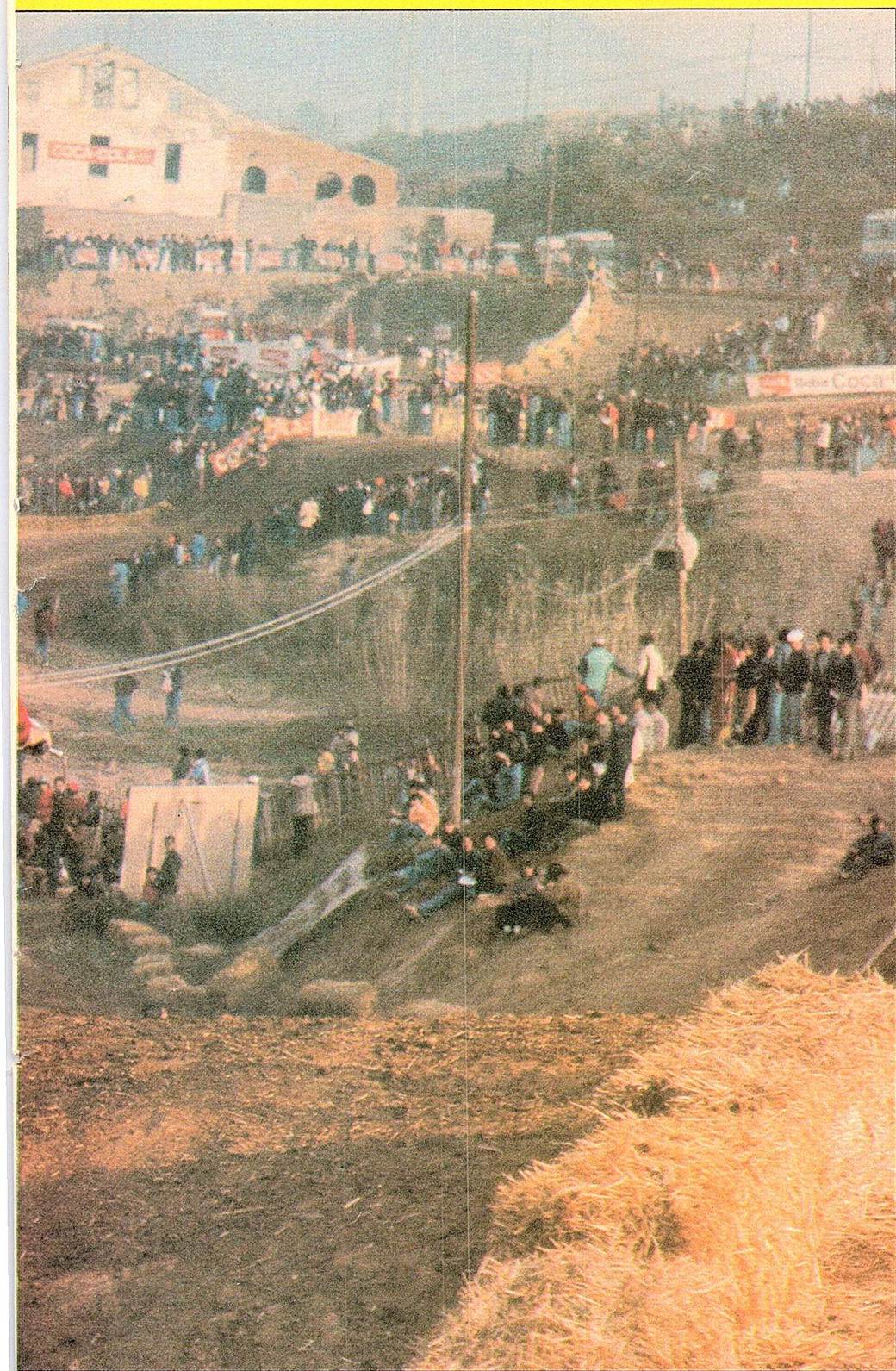
CARLQVIST GETS HOT

The Russian dominance of the 250 class finally looks like it will be shattered, but not as a result of technical advances as much as hard riding. The first moto opened with the outdated CZ



CHAMPIONSHIP

250 DE ESPAÑA



of Jaroslav Falta sailing away from a pack composed of Marty Moates, Jan Kristofferson, Frenchman Patrick Boniface and Rolf Dieffenbach. Moates' suspension began to fade and he dropped off the pace at the 15-minute mark. Marty held on to finish 13th.

Jim Pomeroy was out of the race early as his new works Bultaco sheared its rear wheel to pieces and put the lanky Yakima, Washington, rider in the pits. Undaunted by a bad start was Swedish rider Hakan Carlqvist. Carlqvist came through the pack like a wild man on the works Husqvarna, and finally displaced Dieffenbach for second. There was no hope of catching Falta and the archaic CZ. Dieffenbach was third, Great Britain's Vaughan Semmons was fourth with countryman Neil Hudson fifth. The first Russian was Viktor Kavinov in sixth, while World Champion Guenady Moiseev was 14th behind Moates. Jim Turner was 21st.

HUSKY MOVES AHEAD

Without a great start, Falta was relegated to battle with the pack over fifth place, while Hans Maisch, Tony Elias and Hakan Carlqvist had it out up front. Maisch was putting the Swede and the Spaniard away. Five-foot, three-inch Spanish 250 Champion Tony Elias stayed in the leading three the whole way. Maisch threw the Maico and the lead away right after the halfway point. Pomeroy was running a strong fifth, but he joined Maisch on the ground at about the same time. Maisch remounted quickly and pursued the fleeing Carlqvist, but in turn was under siege from the tiny Bultaco-mounted Tony Elias. Pomeroy ripped a fingernail off in his crash and faded back from fifth to ninth at the finish. Carlqvist went on to win the Spanish Grand Prix with a 2-1 score over Jaroslav Falta (1-5) and Neil Hudson, who along with Elias displaced Maisch on the last lap. Tony Elias went 8-2 and was mobbed by the partisan Spanish crowd and carried off on their shoulders.

THE AMERICANS

Jim Pomeroy's second-moto crash was caused by Guenady Moiseev, who changed his line just as Pomeroy pulled up to pass him. Pomeroy's ninth in the second moto gave him two GP points and leaves him tied with Jan

GRAN PREMIO DE ESPANA

Kristofferson and Jaak van Velthoven for 11th in the world.

Marty Moates had a bad day as an evil-handling monoshock sent him back to 13th in the first moto after being up front. A breakdown in the second moto put him out of the running early on. Moto-X Fox's Jim Turner, in his first

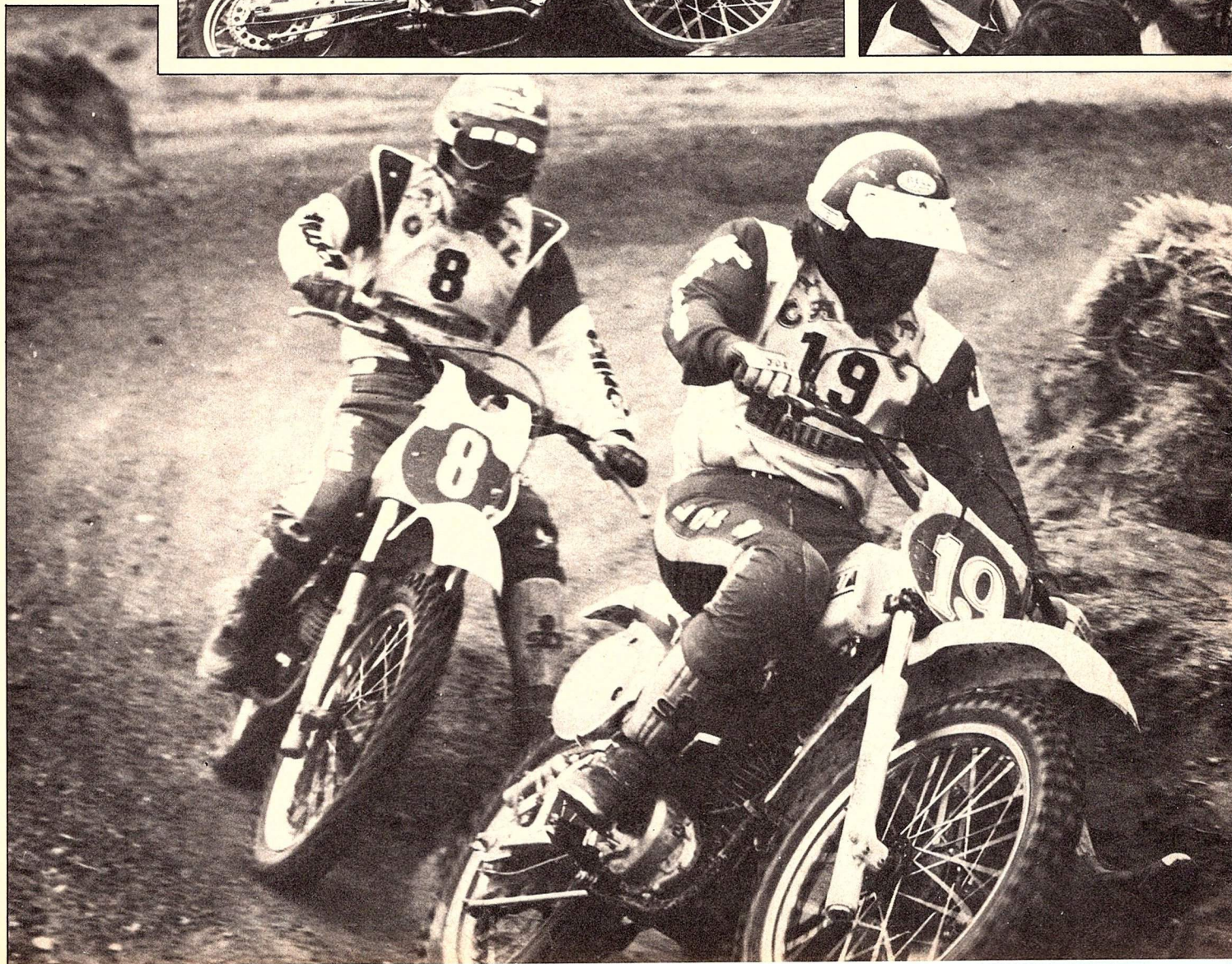
Grand Prix, finished with a 21-14 score to make the top 15 overall.

Hakan Carlqvist has set a rapid pace, while the three-time Russian World Champion could do no better than 14-6 for ninth overall. With Harry Everts, last year's 250 threat, and Torleif Hansen, winner of three GPs last year, not in the

250 class this year, the going could be easy for Carlqvist. Gerard Rond, the new Suzuki rider, who had planned to contest the 250 class, is probably kicking himself that he made a last-minute switch to the tough 500 class.

The scheduling runs an inordinate number of 250 GPs behind the Iron

Hakan Carlqvist is trying to pick up for Husqvarna where Heikki Mikkola left off three years ago, by beating the red crosser, Moiseev.



Curtain. If Carlqvist can hold up to the border guards and Communist team tactics, he may well become 250 World Champion. The American riders in Europe have no doubt that Carlqvist is fast, but feel that if Falta was on a good bike no one in the world would catch him. □

The American 250 squadron is surrounded by hundreds of Spanish fans. Moates, Pomeroy and Turner find it all amusing.

SPANISH GRAND PRIX RESULTS

1. H. CARLQVIST (HUS) 2-1
2. JAROSLAV FALTA (CZ) 1-5
3. NEIL HUDSON (MAI) 5-3
4. TONY ELIAS (BUL) 8-2
5. R. DIEFFENBACH (KAW) 3-7
6. VIKTOR KAVINOV (KTM) 6-8
7. VAUGHAN SEMMONS (MAI) 4-13
8. HANS MAISCH (MAI) D-4
9. G. MOISEEV (KTM) 14-6
10. F. MUNOZ (MON) 7-DNF

Marty Moates (19) and Torao Suzuki (8) represent the cosmopolitanism of European motocross. An American on a Japanese bike and a Japanese on an Italian Aprilia.



If Jaroslav Falta's first-moto-winning CZ looks familiar, it should. It is the same old center-portal motor, albeit in magnesium, from the early '70s. Falta is fast.

MOTO-X FOX

Pre-season warm-up helps heat up the odds

By Geoffrey Fox

□ Winter in Europe in 1979 was one of the wettest and coldest seasons in this century. Many of the races were survival tests; if you finished, you won. The pre-Grand Prix season reaches a focal point every spring in Europe during Easter Weekend in Belgium when the "Trophee Pascal" (Easter Trophy) is run. This two-day event is the preview to the Grand Prix season. The winner here often goes on to victory in the Grand Prix season also. Consider the results of the past ten years.

Year	Winner—Trophee Pascal	GP results same year
1978	Gaston Rahier	Second place 125 GP
1977	Heikki Mikkola	Champion 500 GP
1976	Heikki Mikkola	Champion 250 GP
1975	Roger DeCoster	Champion 500 GP
1974	Heikki Mikkola	Champion 500 GP
1973	Roger DeCoster	Champion 500 GP
1972	Roger DeCoster	Champion 500 GP
1971	Roger DeCoster	Champion 500 GP
1970	Bengt Aberg	Champion 500 GP
1969	Roger DeCoster	Fifth place 500 GP

Only twice in the past ten years has the winner of the Trophee Pascal *not* become a World Champion in the same year.

This year three Americans competed in the races: Chuck Sun, racing on a factory Husqvarna; Jim Turner, riding a Honda for Moto-X Fox; and, of course, Brad Lackey on his new Kawasaki Uni-Trak bike.

Marche-En-Famme, Belgium

This was the second year the new course at Marche has been used for the Easter Trophy. It is a typically demanding European course with tight turns, difficult hills and many off-cambers. Last year it was treacherously muddy, but this year traction was excellent in the first moto. For the second moto, however, a small rain made the course very slick.

The Easter Trophy consists of two motos on Sunday, followed by two more motos on Monday at a different course. On both days one moto is on 250cc bikes and the other moto on 500cc iron. Andre Malherbe, the new Honda rider from Belgium, dominated the Easter Trophy this year. The best three of the four motos count toward the overall win, and Andre won three of the four motos. In the other moto he finished second after leading the



Jim Turner, an American privateer living out his dream, races on a real Yrupeen track.



A European rogues' gallery with Aprilia's Francois Minne, Beta's Andre Massant, KTM's Jaak van Velthoven and Maico's Yvan van den Broeck.

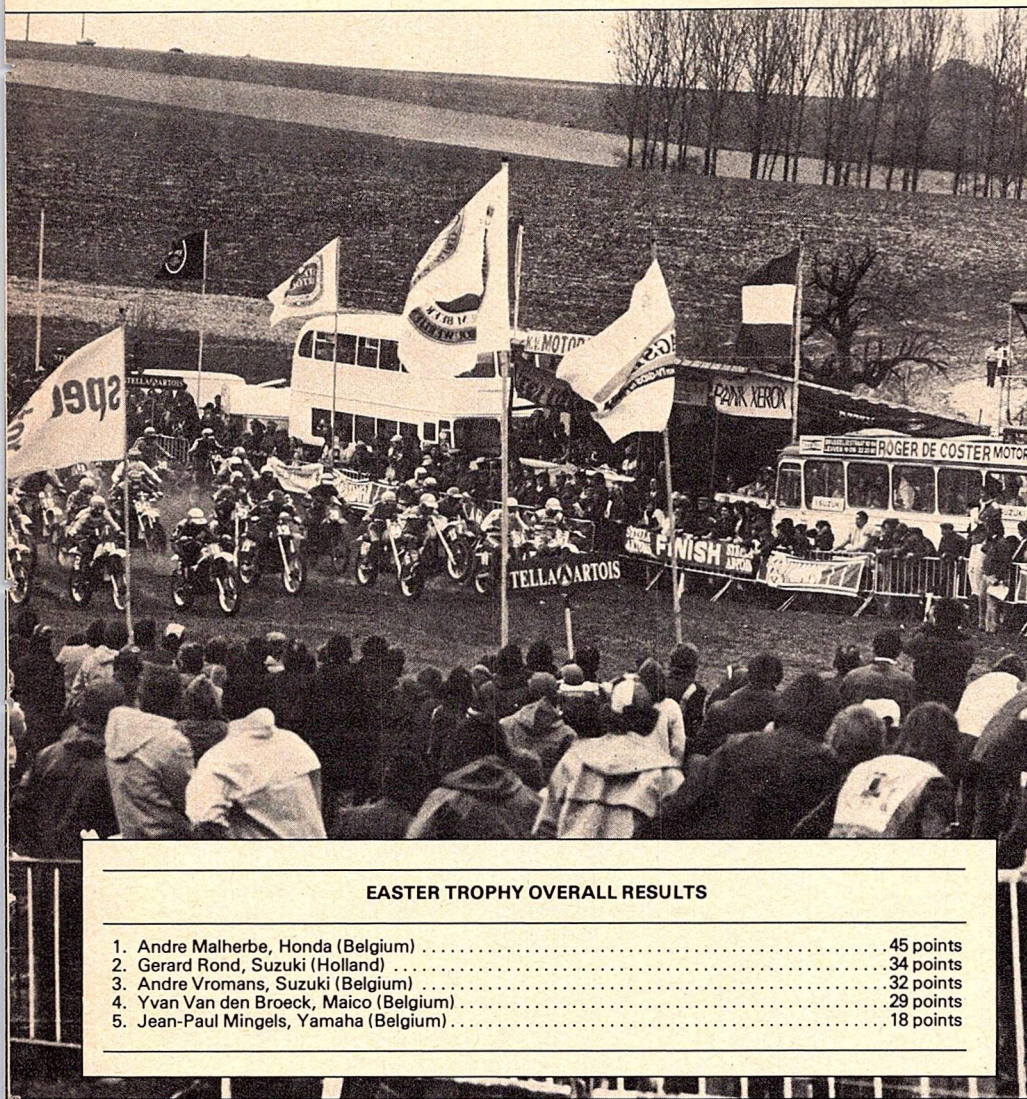
The two-day, four-moto Easter Trophy races take place on the pageant-like motocross course in Belgium. Dutchman Gerard Rond wheelies into the lead at Jodoigne.



With Jean-Paul Mingels already long gone, Andre Vromans (5), Andre Malherbe (12), Jaak van Velthoven (3) and Yvan van den Broeck stroke it through the first corner at Jodoigne.

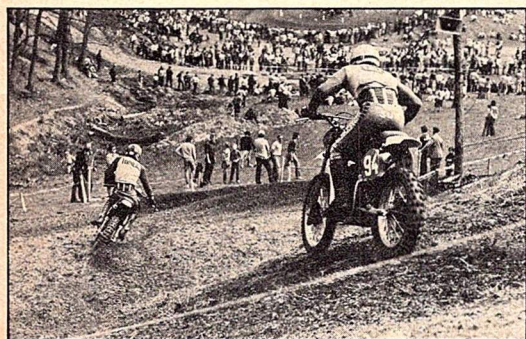
STER TROPHY

K IN EUROPE



EASTER TROPHY OVERALL RESULTS

1. Andre Malherbe, Honda (Belgium)	45 points
2. Gerard Rond, Suzuki (Holland)	34 points
3. Andre Vromans, Suzuki (Belgium)	32 points
4. Yvan Van den Broeck, Maico (Belgium)	29 points
5. Jean-Paul Mingels, Yamaha (Belgium)	18 points



Jim Turner and Chuck Sun got a lot of off-camber experience during the first moto at Marche-En-Famme, Belgium. The Americans ran together all weekend.

race until the tip of his shift lever broke, making it difficult for him to shift. The domination of Malherbe was complete. Andre rode very fast and very aggressively.

The first moto at Marche was for 250cc bikes. Malherbe was riding a 250cc Mugen Honda. This bike is a production CR250R which Mugen equips with an aluminum swingarm, slightly modified forks and cylinder. Malherbe took the lead immediately and led every lap. Andre Vromans on Suzuki gave chase, but never seriously threatened to pass Malherbe. American Jim Turner got off to a good start on his Moto-X Fox Honda and came around on the first lap in ninth position. With only two laps to go Jim was running

in tenth, but was forced to DNF when his chain broke. Farther back on the first lap was Chuck Sun in 16th place. Chuck battled and managed to pass Turner about two-thirds of the way through the moto. Turner upped his pace, and got by Sun and pulled out a little gap before his chain failed, halting this American duel. Chuck finished tenth for the moto, the best either of the young Americans would do for the weekend. Brad Lackey was not at Marche. Meanwhile, Gerard Rond was showing that he likes the new, bigger bikes he is now riding by coming from sixth early on to finish third, just ten seconds behind second-place fellow Belgian Andre Vromans.

In the 500cc event Malherbe again pulled the holeshot, but this time he was chased by Yvan van den Broeck, another young Belgian, on Maico. Van den Broeck hounded Malherbe unmercifully and finally, after repeated passes and re-passes, took the lead for good. After the moto it was found that Malherbe had broken the tip off his shift lever, making shifting difficult, though not impossible. It was noted that Malherbe was taking different lines later on, possibly trying to minimize shifting. Other times he slipped the clutch out of corners, again in order to avoid shifting.

An easy rain before the start of the second moto had caused the course to be very slick for the start of the race. Slick and tricky. Jim Turner had gotten a seventh-place start and was feeling good. In his own words, "Halfway through the first lap I was feeling good. I could see the leader. I thought to myself, *These guys are going too slow*, so I decided to pass them." It seems they weren't going too slow after all. As Turner turned up the wick, he found that his front wheel wouldn't stick, and down he went. Back up again and down again. Two falls on the first lap showed him that he still has some learning to do about riding a snot-slippery Belgian track. Likewise, Chuck Sun started out up front in eighth spot, but fell back from there, also troubled by the tricky circuit. Later in the moto, conditions on the track improved, but either way the experienced Europeans were too much for the inexperienced Americans.

Jodoigne, Belgium

Easter Monday is a holiday in Europe, too. The races moved to Jodoigne (pronounced "ja doyn"), an hour's drive
(continued on page 68)

The old guard fights back in Austria

By Geoffrey Fox

□ The 500cc class is the most prestigious in motocross racing. And every year the season opener is held at Sittendorf, a small village in the Wienerwald (Vienna Woods) outside of Wien (Vienna) in Austria. 1979 promises to be one of the most exciting competitions in motocross history. Actually, more riders than ever before have a shot at the title. This is due to a combination of factors.

World Champion Heikki Mikkola from Finland was injured in a pre-season event in Belgium. The knee injury suffered in the mud occurred only a month before the start of the season. Few people believed that Heikki would be able to ride by Sittendorf, much less compete. So in all probability Heikki would miss points in the first two events of the year. By the third round in Sweden, however, he was expected to be competitive again. But, he would need the same overwhelming series of first places as he earned the past two years to retain his title. Could he do it? Mikkola would like to match the six World titles of Joel Robert before he quits, so no one is counting him out.

Last year Brad Lackey was the only rider who could race with Mikkola consistently. But, as everyone knows by now, Brad switched from Honda to Kawasaki. This would be Kawasaki's first effort in the 500cc Grand Prix. In addition, Kawasaki had a new rear suspension, Uni-Trak. Mikkola is the only rider who has ever switched brands in the 500cc class and won the first year. However, the Yamaha Heikki rode had been under development for a number of years. To take a brand-new bike and develop it so quickly into a Grand Prix-winning machine would be spectacular. Could Lackey and Kawasaki do it? Most riders felt not. Brad, they suspected, had ensured himself a year of frustration and development.

Finally, a third factor promised the best competition ever. The new generation of European riders was coming of age. The old guard was almost gone. Ake Jonsson and Adolf Weil had quit GP riding. Bengt Aberg was near the end of his great career. Even the living legend, Roger DeCoster, was slowing a bit. And a broken collarbone suffered weeks before Sittendorf wouldn't help any. Only Heikki Mikkola of the over-30 age group was still at the top of his game. But the new generation of European

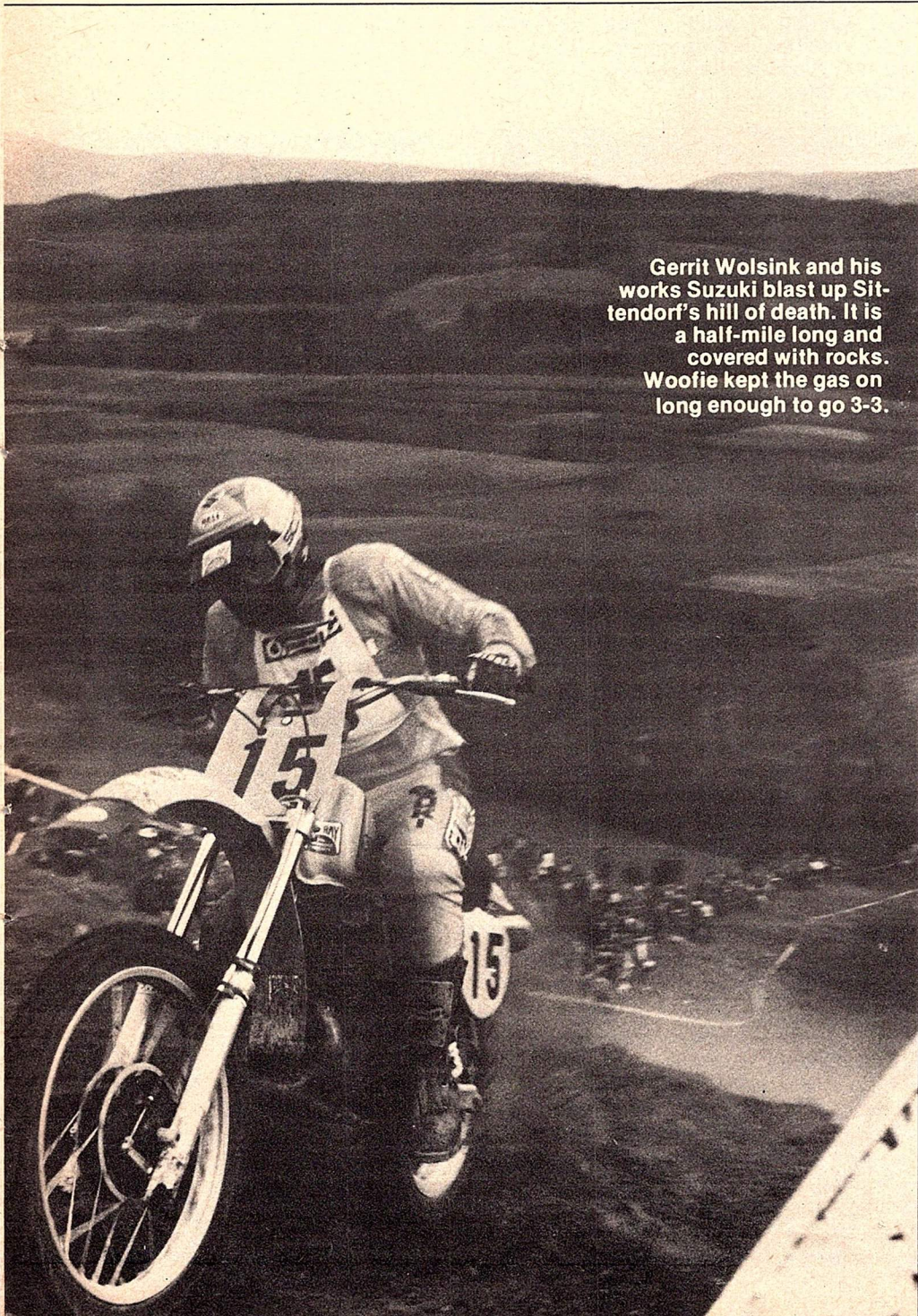
GROBEL VON OSTI



Graham Noyce is the first British rider to win a GP in ten years. Dave Nicoll did it back in 1969 on a BSA.

CHAMPIONSHIP

R PREIS ERREICH



Gerrit Wolsink and his works Suzuki blast up Sittendorf's hill of death. It is a half-mile long and covered with rocks. Woofie kept the gas on long enough to go 3-3.

riders was rapidly maturing into a formidable force. These youngsters include Graham Noyce from England and Andre Malherbe from Belgium, both on Honda; Gerard Rond from Holland and Andre Vromans from Belgium on Suzuki; Yvan van den Broeck from Belgium, and Herbert Schmitz and Fritz Kobele from Germany on Maico; and Jean-Jacques Bruno from France on KTM. All these riders are on the gas and going faster every week. They are acquiring the experience needed to win in Europe. This could be the year for one of them to acquire a World Championship from the old guard. (Some of the new-generation riders not competing in the 500cc class include Hakan Carlqvist and Neil Hudson in the 250s, and Harry Everts and Akira Watanabe in the 125 class.)

All these factors came together at Sittendorf. On the 17th of the month Heikki Mikkola climbed aboard a motorcycle in Finland for the first time since his accident. On the 18th Heikki flew to Belgium to confer with his doctor and seek his advice on whether it would be possible for him to race. On the 19th the latest Kawasaki arrived by air for Brad Lackey. On the 21st Roger DeCoster appeared at Sittendorf for practice. The week before he was shaking hands with his left hand to avoid using his damaged right side. Today, he would test his injured body on a Grand Prix track. And all the new-generation riders were there too. Except for the damaged thumb of Herbert Schmitz, they were healthy and hungry. The hour and a half Saturday practice period was used by the riders to dial in engines and suspensions as well as to become reacquainted with the track. The demanding Sittendorf track is used only once a year, but every year it gets a little rougher and new rocks come out. For a first-time rider such as Chuck Sun there is much to learn. The young American thought the track was fantastic, a real challenge, but his lap times indicated that he had a lot more learning to do.

Timed practice on race day morning, the 22nd, was broken into two separate half-hour periods. During the first, KTM rider Bruno had the hot lap at two minutes, 29.03 seconds with Lackey .07-second behind. Mikkola was way down at two minutes, 48.56 seconds. The injured knee was extremely painful. He questioned his doctor again about the effects of racing. The doctor said it was OK; it would hurt a lot, but riding would not do further damage. Still, Heikki would not reappear for practice, the pain was too great. No one knew for sure if he would ride when the first moto began. DeCoster was five seconds off

GROBER PREIS VON OSTERREICH

the fast time and Chuck Sun 12 seconds off. In the second timed practice, Mr. Bad Brad Lackey turned up the wick and cranked off a two-minute, 27.36-second lap, 1½ seconds better than Bruno and almost two seconds faster than Malherbe in third spot. Chuck Sun cut six seconds off his earlier best time, but was still seven seconds off the pace and had 20th best practice time. Still, Chuck was happy. "I'm learning so much," he said. "I think I'm finally learning what motocross riding is all about." The wrist that Chuck broke in February was healed, but still weak. From the look of his wrist bones, it will be the end of the season before Chuck is back to his full capacity again.

The fast lap made Brad Lackey feel good. He was anxious to make believers out of the other riders, and he was succeeding. Brad was very smooth. The bike had to be working well and Brad had some excellent lines. One line on the fast straight carried him within inches of the haybales in top gear, but it allowed him to avoid some bumps others didn't, and thus hold it on a little longer going into the corner. It is the two big uphills at Sittendorf that can really make the difference in lap times. They are so bumpy and rocky that it is very difficult to hook up the power on them. A slight miscalculation coming out of the corner below the hill and you pay the penalty all the way up the hill. A bobble here and you will be passed for certain.

When the riders came to the starting line for the first moto, the crowd was greedy with expectation. The gate dropped and Gerrit Wolsink grabbed the lead on his yellow Suzuki, followed by Yvan van den Broeck on Maico. Herbert Schmitz had his Maico in third and Mikkola was fourth. Unknown Maico rider Jean-Claude Gomez from France was fifth, followed by Rond and Noyce. After two laps DeCoster was 15th and Lackey 16th, both victims of very bad starts. Yvan van den Broeck had wasted little time displacing Wolsink for first, doing the deed on the first lap. Yvan intended to hold it all the way and take his first-ever Grand Prix moto win. Every rider behind wanted to dispute that intention. Lackey in particular began moving steadily through the pack, 11th by lap five, ninth by lap seven, including a pass of Easter Trophy winner Malherbe.

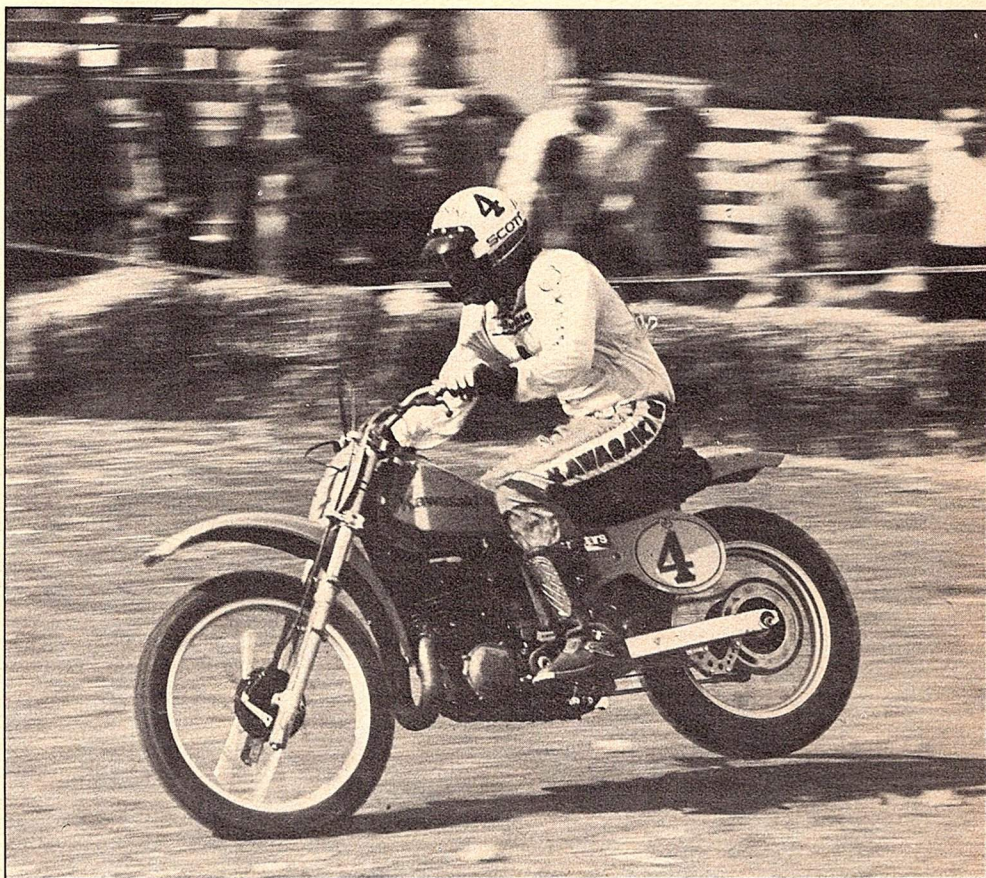
Then on the eighth lap Rond went down, along with Mikkola. This occurred just in front of Brad, and although he didn't go down himself, he was held up enough that he lost valuable time, and Malherbe got back by him. Mikkola banged his injured knee in the fall and retired from the



Yvan van den Broeck leapt into the GP arena this year with a first-moto victory and instant laurels. Yvan doesn't even have a full-on factory ride.



A broken shinbone, screws holding his ligaments in place and a destroyed knee that doctors say will take three months to heal slowed Heikki a little. He ran fourth until a crash with Rond forced him to stop.



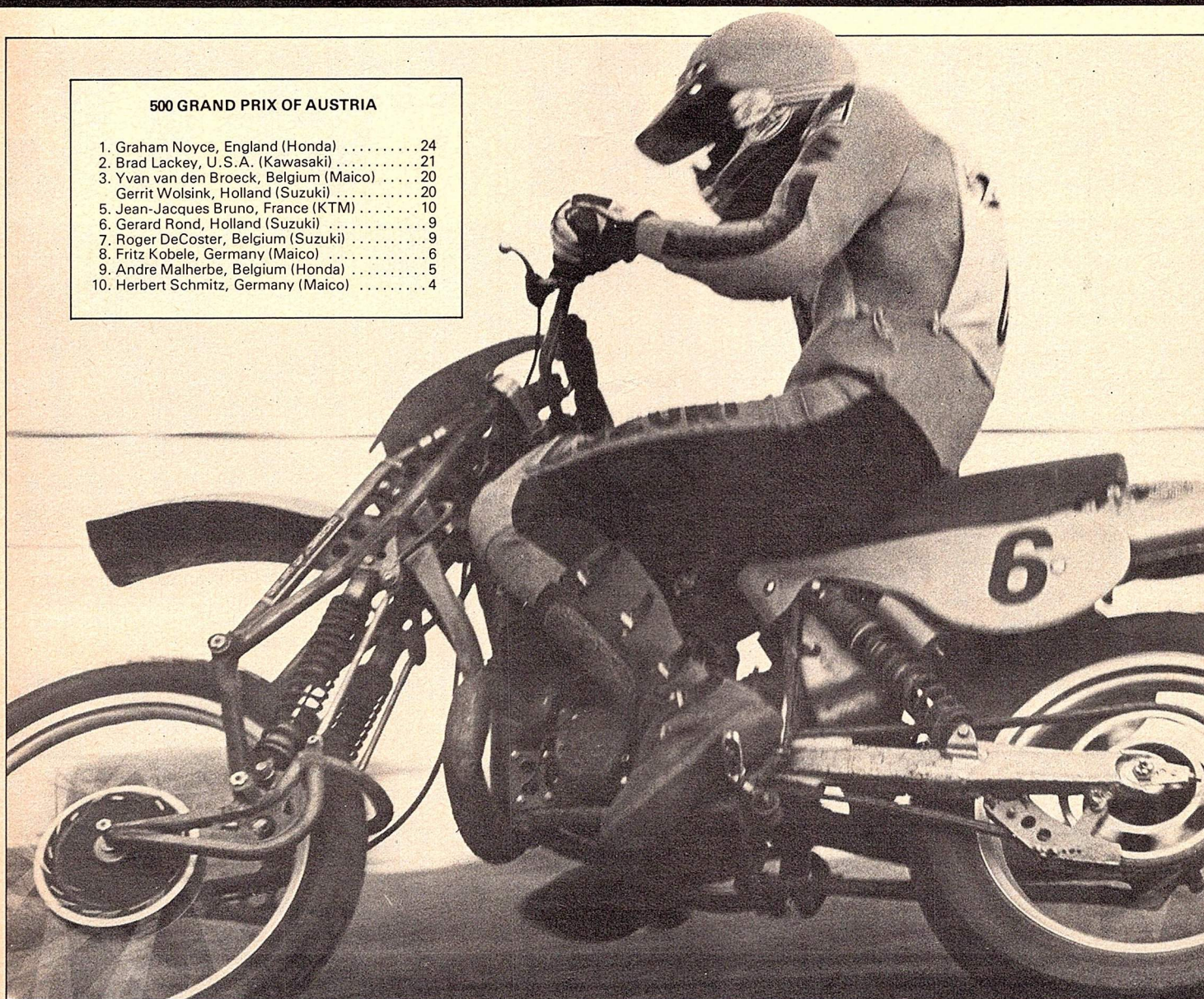
It took Lackey one moto to adjust to his three-day-old Kwacker 420 Uni-Trak. He won the second moto and got second overall for the day. He is on his way!

race. He would sit out the next moto also, waiting his chance later in the season. Noyce had now charged up to third spot and was pressuring Wolsink for second. Two more laps and he was by, and setting his sights on van den Broeck with only four laps of the circuit remaining. Bruno was now fourth, Schmitz fifth, Malherbe sixth and Lackey seventh. Brad got both Schmitz

and Malherbe by the end to take fifth, and Noyce closed on van den Broeck. At the start of the final lap, Graham was only a couple of bike lengths from the lead and going for it. Off the final corner Yvan hit a bump hard, giving Graham a chance for it. They both crossed the finish line with their throttles pegged in a photo finish. A few more feet and Noyce would have won, but

500 GRAND PRIX OF AUSTRIA

1. Graham Noyce, England (Honda)	24
2. Brad Lackey, U.S.A. (Kawasaki)	21
3. Yvan van den Broeck, Belgium (Maico)	20
Gerrit Wolsink, Holland (Suzuki)	20
5. Jean-Jacques Bruno, France (KTM)	10
6. Gerard Rond, Holland (Suzuki)	9
7. Roger DeCoster, Belgium (Suzuki)	9
8. Fritz Kobele, Germany (Maico)	6
9. Andre Malherbe, Belgium (Honda)	5
10. Herbert Schmitz, Germany (Maico)	4



Roger DeCoster had two Suzukis at Sittendorf—one with Kayabas and one with this leading link design. Roger elected to use the welded-up, unpainted, Italian models. Despite his broken collarbone he went sixth overall.

"ifs" don't count and the young Maico pilot Yvan van den Broeck had won by .02-second. It was the biggest win of his young career. Roger DeCoster finished tenth, getting one Grand Prix point for his efforts.

At the start of the second moto Gerrit Wolsink again displayed his starting prowess with the holeshot. Gerard Rond was in second and within a couple of laps a Suzuki parade had developed. Wolsink, Rond, DeCoster and Vromans 1,2,3,4 all on the yellow Suzukis. In fifth on lap four was Noyce, then Kobele, Lackey, Malherbe, van den Broeck, Bob Wright from England on CCM and Bruno and Aberg. The competition was fierce and the pace was fast. Thirty minutes into the moto it was Wolsink, Rond, Noyce, DeCoster, Lackey and Malherbe. *And only six seconds*

separated Malherbe from Wolsink!

Fantastic competition! Any one of them could still win it. Who would it be? Who had the most when it was needed?

Noyce began to drive harder. Lackey upped his pace. DeCoster was going for it, mending collarbone and all. He could see the leader and the competitive juices were flowing. Roger would give it his best shot. Malherbe couldn't be counted out either. There are times, such as at the Easter Trophy the week before, when this young Belgian doesn't worry about lines. He simply takes the shortest path between turns and goes through any bumps that get in his way. He bottoms the suspension, holds on and flat gasses it. But today it didn't work that way! He made a mistake and went down hard, dropping out of the top ten and getting no points. A tough way

to finish, but this is a rider who gives it his best all the time and doesn't settle for the safe way.

Wolsink gave in first to Noyce's attack and then to Lackey's. In the final two laps it was Lackey against Noyce, Kawasaki versus Honda. Up the second hill Graham's front wheel came up, and he had to back off the power for an instant. That was all Brad needed to take over the lead, and win the second moto of the day. DeCoster displaced Rond for fourth at the end, showing that the old guard wasn't going to give in to the new generation without a struggle. Van den Broeck took sixth in spite of a hard fall which left him limping severely at the trophy presentation. The overall went to Noyce, based on his pair of seconds. Lackey was second and Wolsink and van den Broeck tied for third. □

BRYAN "WILD MAN" WADE



Bryan "Wild Man" Wade has switched from riding Suzukis to Maicos on tough British circuits like Hawkstone Park.



"It's a shame that when you're reaching the end of your career, you can afford the things that would have made it a lot easier when you were just starting out."

□ Bryan Wade is a 32-year-old English gentleman who for the past 16 years has been an inspirational force for the sport of motocross for our English cousins across the Atlantic.

While his is a virtually unheard-of name in the United States, likewise, Marty Tripes, Jimmy Weinert and even "Hurricane" Bob Hannah are names British schoolboys won't easily recognize.

"Wild Man" Wade first gained notoriety not from his unsurpassed riding skills, but from his uncanny ability to survive and even walk away from even the most horrendous of get-offs.

Thus the nickname "Wild Man" Wade was quickly attached, and stuck with the ubiquitous youngster from Great Britain.

Although Wade claims that "the 'Wild's' gone a bit now," the Yorkshire native is still a highly respected motocross competitor (he currently rides for the Maico

importer in England — Bryan Goss), as well as an instructor for a series of motocross camps held throughout the British Isles. His motocross camps are both popular with British Mxers and highly respected. Wade hopes to avail young Englishmen of his many years' experience on the International and National motocross circuits of Europe and his native country.

Along the way, Bryan was a two-time 250 British Champion ('69-'71), 500 British Champion once ('72), and 125 British Champion twice ('73-'74). He has also ridden in numerous World Championship rounds, but the ultimate goal of a World title never materialized.

While Bryan was in town visiting sunny Southern California for a holiday, we decided to chat with him and get his insights about himself as well as about American and European motocross — both as it is today and when "Wild Man" Wade first visited our shores ten years ago.

DMAN" WADE

The wild's gone a bit now

By Dennis "Ketchup" Cox

□ "At the time you either rode Greeves, BSA or DOT motorcycles because they were the only British motorcycles in the dirt.

"I was always crashing in the crowd, always upside down and crashing. I was doing reasonably well, though, and the competition manager for Greeves called me up and asked if I wanted to go to Barcelona, Spain, for the 250 Championship. Arthur Browning and I were both asked, but Arthur didn't have an International license. The reason the spot on the team was open was because Bryan Goss (who was on the Greeves team at the time) had broken his collarbone. So I ended up going to my first Grand Prix. I finished seventh overall, which was good, I reckon. When I got back to England I went back to the factory, and they signed me up there and then.

"The year that I signed with Greeves, Dave Bickers left the firm and went to ride for Chay-Zed. Bickers had always been my idol growing up and my ambition was to ride on the same team as him.

"I went from strength to strength that first year and went on to win the 250 British Championship during 1969. I beat Malcolm Davis and Bryan Goss out of the title that year.

"The old Greeves were very competitive at that time," said Wade. For all you after-DT-2 MX fans, the Greeves was a British-built bike renowned for its legendary handling traits and dubious reliability record.

"After I had won the British Championship, I left to ride the World Championships. I finished fourth in the opening Spanish GP. I then went on to France, where I was coming up through the field and was in sight of Victor Arbekov (the defending World Champion) and Torsten Hallman. I could see those two and we had a couple of laps to do, and I figured that I could catch them and go on to win. Suddenly the top ring came apart and the engine blew up. We repaired the bike, put a new barrel on, and went out for the second moto, only to have the same thing happen again.

"That was a bad year for me. In the British Championships I finished fourth in both the 250 and 500 series.

"Things were going wrong with the bikes. Greeves just didn't seem to be building them out of the right materials. So the next season I switched to Husqvarnas. I ended up the year winning the 250 British Championship and taking second in the 500s for 1971.

"I came over to the United States for the first time in 1969. I was kind of like a pirate, actually. Motocross was just starting to get off the ground as a sport here. The Trans-Am series was coming across from your east coast, but I had come directly to the west coast and rode a special race put on by the Dirt Diggers—Hopetown... I believe it was called.

"A week later the rest of the Euro-contingent arrived and we rode at Westlake."

MXA: WHAT ABOUT JOEL ROBERT? WHAT WAS HE LIKE?

"Joel Robert? A nice guy, an unbelievable rider. I got along well with him. He was very wild. He was a legend. His bike was so superior to what we were riding. I rode his works bike five years later when I joined Team Suzuki. The British importer had his old Grand Prix bike sitting around. It weighed 195 pounds. It was so light you could do anything with it. Pick it up, move it around, anything! It was so ahead of its time it's no wonder that he used to beat everybody so easily. Of course, he was such a fantastic rider anyway. I've seen him do tricks on bikes like you wouldn't believe!

"There was this time he was leading a Grand Prix in Yugoslavia. As he rode down the straight past the mechanics' pits he'd make out like he was shooting a rifle at his mechanic and take both hands off the bars. During a Grand Prix, that was unthinkable."

MXA: HOW HAS MOTOCROSS CHANGED OVER HERE SINCE YOUR LAST VICTORY?

"Obviously, anything the Americans do, they do better than anyone else. Or they'll work at it until they succeed in doing it better than anyone else.

MXA: WHY DO YOU THINK THAT IS?

"They seem to be more switched-on, a bit more professional, I guess. They'll try anything. In England, everyone wants to

try and win money at things. Here, riders seem perfectly content to ride around after spending thousands of dollars for just trophies. They do it just for a trophy or not even anything at all.

"We've got what you'd call junior events, or Schoolboy scrambles, in England. The pee-wee or your mini-bike class riders are known as cadets. Schoolboy racing is big business for the manufacturers in England. Dad will go out and buy a new pair of leathers because some bloke's kid next door has new ones on.

"After you've been through the Schoolboys, which carries through to 16 years old, you move up to the junior level of the ACU, which is the governing body of English motorsports. Then it's money, it's money all the way. If you do well in junior races by getting so many points for a win and such, then you qualify for your expert rating.

"Once you're an expert, you can go into the meets for the expert finals or our National Championships. You have to pre-enter all the races there.

"A lot of blokes don't get rides because there are a lot more riders than races in England.

"What has happened is that there is now an amateur organization that has sprung up in Britain, which is starting to put on a lot of events. If you're a member, you're guaranteed a ride every weekend, but there is no money involved—only trophies.

"As far as the ACU is concerned, this is a pirate organization. It's called the AMCA, for Amateur Motorcycle Club Association, I believe. The amateurs are starting to get it together and do it better than the professionals. We call the ACU the professionals because they race only for money, outside of Schoolboy scrambling."

MXA: WHAT ARE THE PURSES LIKE IN ENGLAND?

"To win a British Championship, if you were to win both motos you'd probably make 300 pounds (about \$600). We have eight meetings for the British Championship in England. Nobody can live with Graham Noyce at the moment, so he gets it all. Everybody gets something. If you don't finish you get five or six pounds. Instead of start money, the promoter or club offers a guarantee. Like the top ten guys will want to know how much they're going

(continued on page 65)

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BRYAN WADE

(continued from page 63)

to get to show up, and the promoter might say something like \$100. But if they win, he doesn't have to pay it out, sort of like hedging his bet, you might say."

MXA: WHO ARE SOME UP-AND-COMING BRITISH RIDERS OUTSIDE OF NOYCE AND HUDSON?

"Steven Beamish, whose father is the importer of Suzuki motorcycles into Britain, I'd say he's a real comer. Roger Garrett as well. He didn't have a particularly good season last year but seems to be off to a good start in this one.

"There aren't that many young riders coming through, though."

MXA: WHY IS THAT?

"I don't know, really. But it seems that whatever the Americans go into, once they get hold of an idea . . . just look at stadium racing, I mean that's unbelievable. I've never been to one, but I've heard about it. In England there is an organization that runs motocross and it is run by oldish guys who have probably lost contact with the sport. But over here you've got promoters, and it's big business. That's what we need in England. The only people who can put races on in England are the clubs. The ACU won't allow an individual to hold a race, you must be affiliated with a club.



"I know of one mechanic who was leading a better life than the president of Czechoslovakia."

"The clubs are run by amateurs, people who do it for no money. They do it simply because they love it, which is great, but I think the sport has to change in England or it's going to die and slowly wither away.

"The racing is great, the riders are going quick, it's just that the organization could be improved a bit, the selling it to the public and all. A more glamorous look.

"People in England wouldn't pay the

price it costs over here to see a stadium race. If you had a big meeting in England, the top price you could command would be \$3. People wouldn't pay any more to see a race.

"If we organized an unbelievable race . . . say the World Championships or something, and we did it in a stadium, I don't think we'd get people to pay \$10 a ticket to see it."

MXA: WHAT DO YOU THINK ABOUT BOB HANNAH?

"I've never seen him ride, but if the reports are right about him being as good as they say, he's been classed with a few Europeans and beaten them hands-down over here."

MXA: DO THE ENGLISH FOLLOW RACING OVER HERE AT ALL?

"No, not really. You get a few bits in the papers, but not much."

MXA: SO HANNAH COULD SHOW UP OVER THERE AND NOT EVEN BE RECOGNIZED?

"I think most people would know Bob Hannah, know the name, because obviously he's had a fair bit of publicity. If Hannah were to go to Europe and do what Lackey is doing, I think that would help. Lackey is very well known over in Europe. If they were to announce that Brad Lackey was going to be at the awards ceremony to give the trophies away at a Schoolboy

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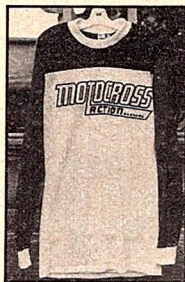
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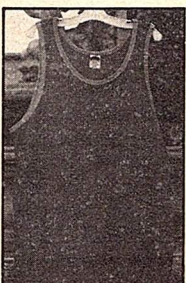
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meeting, that would cause quite a stir, and you could bet they'd show up. If you said Bob Hannah was going to show up and give away the trophies, they probably wouldn't go. The guidelines for everyone in Europe are still the World Championships.

"I wouldn't advise Hannah to go and do the World Championships, myself. I think if they got really switched-on in the States they could put on something to rival and eventually outdo the World Championships. There's more of everything over here. More money, and more organization. I can assure you that the only ones earning big money racing motocross in Europe are people like Mikkola, Noyce and DeCoster. Probably only five lads are really making big money over there. The rest are fighting to assume the throne. If they do reach that point, they will be paid the equal amount.

"It seems like with the way it is over here, Bob Hannah has got it made."

MXA: TELL US ABOUT SOME OF THE RIDERS YOU'VE RACED AGAINST IN EUROPE?

"Victor Arbekov, the former World Champion from Russia—from all accounts he did something wrong back in the motherland and they wouldn't let him back out of the country again.

"I think he got caught in somebody else's bed or something and the Political Commissar didn't think that that was the best thing for a World Champion to be doing. I think he had just lost the World Championship that year and finished third or fourth. They wouldn't let him back out of the country after that.

"There are one or two blokes who have never been let back out. I knew one mechanic who was leading a better life than the president of Czechoslovakia. They caught up with him in the end. I think he drove a Mercedes. People in Czechoslovakia just didn't have cars. He was an ordinary mechanic and he was driving around in his silver Mercedes. He must have been selling engines and bits of bikes and things to pay for it all. I think he lost everything in the end, but at least they didn't chop off his hands.

"There was this other guy as well. He was a Czech, but he was a real nut case. He was totally unbelievable. He was always the biggest jumper and the biggest piler-upper. He was a head case. He didn't know the meaning of the word slow. He was flat-out everywhere. He didn't last very long, though. I think they put him away somewhere. He's probably still going wide-open.

"If there was a double jump and it was impossible to clear it, he'd be the guy who'd go out in practice and by mistake clear it. Someone told me that he did a complete loop on his bike once. The strange thing was, he didn't know that he'd done it. I don't know how true that is."

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MXA: DOESN'T ENGLAND HAVE ANY CRAZY MEN?

"We have them in England as well—a bit crazy, I guess. Bob Wright is sort of



Bryan agreed to let us get some action shots of him racing at Saddleback. Shouldn't that say B-model?

like that. You can hear him snarling behind you, he'd bite your leg as he went by. If Bob was behind you, you'd just move over and let him through. He was just as likely to bloody well go over you!"

MXA: HOW DO YOU THINK HE'D DO OVER HERE?

"He'd probably mow a few people down. His manager fitted him into a full-face helmet so he can't bite anybody anymore."

MXA: WHAT ABOUT GRAHAM NOYCE AND NEIL HUDSON?

"Noyce came up through the Schoolboy MX program. He's been built up by the press, which helps, and had a great deal of success. I always thought that Neil Hudson would be World Champion before Noyce, though. He's a very steady rider."

"Noyce is very explosive, arms and legs flying and he's gone. Hudson is very calm, very cool. I'd compare him to the Swede Torsten Hallman, who is also very cool and calm. He never fights the bike; he is like poetry on his machine. Neil Hudson is a bit like that."

MXA: WHAT COUNTRY ARE THE BEST MOTOCROSS RIDERS COMING FROM IN EUROPE THESE DAYS?

"It used to be the Belgians, didn't it?"

MXA: WHO IS IT NOW?

"Well, it's going to be the English now, isn't it?" □

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MX FOX IN EUROPE

(continued from page 57)

northwest from Marche. The weather turned cooler, cold in fact, and although it was threatening all day no serious rain fell. The track at Jodoigne has no big hills, but is laid out in a pasture with green grass, a series of moderate jumps and the ever-present, in Europe, off-camber turns. It also has a very long, slightly uphill start straight. Three more riders joined the races for Monday. Harry Everts returned after having won both rounds of the 125cc Grand Prix of Germany the day before. Akira Watanabe, who had finished second at the same event, also appeared with his Suzukis. And finally, Brad Lackey of Team Kawasaki arrived. Lackey had spent the previous two weeks flying from Europe to

the U.S.A. and then to Japan. His brand-new Uni-Trak Kawasaki was not right early on in the season. Building a new motocross bike usually requires at least a year's work to de-bug the machine. But Brad and Kawasaki tuner Steve Stasiefski had only had a couple of months to prepare the bike. Moreover, California tracks aren't European tracks, and test riding isn't the same as racing against world-caliber riders *when it counts*. Not surprisingly, Brad discovered serious flaws when he tried to race in Europe in the pre-season.

Taking the bull by the horns, Brad and Steve flew back to Japan to inform the factory. The engine needed to be changed and the springing and dampening settings of the Uni-Trak had to be adapted for European conditions. With impressive



Brad Lackey's hot line took him up against the fence. It was much farther to the upcoming left-hand corner.



But Lackey's line was much smoother than Gerard Rond's full-bore tilt through the whoopers. Pick your own line, but Rond finished second and Lackey third.

speed, changes were made, and a new bike was ready to be flown to Vienna, Austria, in time for the first 500cc Grand Prix. Meanwhile, Brad flew to Brussels, Belgium, in time to use the older bike to race on Monday. Arriving in Brussels Sunday night, Brad was at the track Easter Monday, jet-lag and all.

Jean-Paul Mingels holeshot the first moto on his 250 Yamaha. Lackey came out of the first corner in fourth on his lime-green Kawasaki. Brad gassed it and took the lead halfway through the first lap. Riding with a determined style, Brad quickly established a ten-second lead in a few laps. Things were looking good for him, until the transmission packed up, and he was out. Rond inherited the lead with Malherbe inching closer to his tail. The two battled and Andre forced by. Later in the moto Rond would twice close within a few bike lengths of Malherbe as they worked through traffic, but each time Malherbe reestablished his control to win by one second over Rond. Vromans was third, but the win wrapped up the title for Malherbe with one moto yet to go. Harry Everts had been unspectacular throughout the moto. He rode well enough to seventh place, but one would have expected more of the rider who is threatening to *win every moto* of the 125 Grand Prix season.

For the 500cc moto, Brad Lackey rode the bike he believed unsatisfactory because the new version was still back in Japan being loaded for the flight direct to

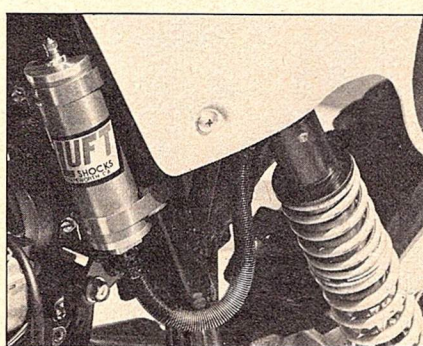
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Vienna. Since Andre Malherbe had already clinched the title for the weekend, he really did not need to win. But Andre wanted to prove himself again to solidify his psychological advantage over the others. The idea here is to convince the other riders that you can beat them *when ever you want to*. If the other riders are impressed, it makes it much easier to beat them in future events because they lack confidence in their own ability to win. It is the weapon Heikki Mikkola has employed for years. In the States it is an advantage that Bob Hannah has held over many of his competitors. (But one he does not have over the Europeans. After racing Hannah last fall in the Trophee des Nations event, Mikkola exclaimed, "Lackey is still the only rider who can race with me.")

Malherbe did it again, however, with Rond 20 seconds back at the finish line. Lackey started poorly, but closed to within a second of Rond at the end. Not a bad performance on a bike which he felt was not working properly. Vromans also rode well again. From sixth place back to 12th was a real freight train of riders, including van Velthoven, Mingels, Jobe, Bruno, Vromans and Jim Turner. These competitors were extremely well-matched and spent the last 20 minutes bitterly contesting positions. Turner was running tenth on his Mugen kitted Moto-X Fox Open class Honda at the halfway mark, but slipped to 12th at the end. All it took was a slight bobble, a split second lost in a turn and a European would force his way by. Jim was riding well, but again the unique style of European racing was taking its toll.

What were the biggest differences that Jim had noticed in European racing? The tracks, of course, with turns that require downshifting to second and even first gear at times, and precision in riding. Often the best line involves clipping the posts marking the edge of the track. But the depth of the riding talent in Europe is what has impressed Jim the most. In the 500cc Nationals in the U.S.A. last year Jim was never a threat to win, but he could run in fifth to tenth position consistently. And if he happened to be in, say, 15th to 20th position early on in a race, he could sit back, relax and cruise in that position waiting to make his move later. Not so in Europe. "Over here if you are running 20th and you sit back and relax, immediately riders start coming by you. Even the guys back in 30th spot are going fast. You've got to *earn* what you get over here."

Jim also noted that the riders are all very friendly off the track. Whether full factory riders like Rond and Malherbe, or local privateers, when the racing is over they are all ready with a joke or a smile. All the riders have come up to Jim, introduced themselves and welcomed him to Europe. It would be amazing if U.S. riders displayed such good-hearted sportsmanship. □

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ON THE MAINJET

(continued from page 7)

companies and a seemingly incompetent president who thinks we should walk more as a cure for the situation, maybe a few prayers wouldn't hurt after all. I've already said mine for Senator Charles Percy of Illinois, who made the statement that we gas gluttons in California were getting our just desserts, only days before learning that, in fact, we are 39th in gasoline usage among the 50 states and his state(s) (Washington D.C. included), made the top six. He who lives in a glass house shouldn't throw gas cans, or something like that. Even one of the President's aides made our papers here recently when their limousine passed some of the long gas lines on a weekend while they were visiting (politics) in California. He said, "Look at all those Californians trying to get gas so they can get to the beach with their surfboards." Nice guy! Of course, this comment was also made before the gasoline usage figures came out.

So what is going to happen because of all this? We are going to pay more and more and more! We are still going to recreate, because that is one of the reasons why we work. We will have to work a little longer to pay for the same things, but we will still do them. Sooner or later we will run out of oil. In 1915 an industry expert stated that the world's oil reserves would last about 27 years more. Now they are talking about 200 or more with supposedly realistic projections. I find it hard to believe anyone involved anymore, since it has been proven that they all have lied to us. Presently we have huge oil tankers lined up in Long Beach harbor because there is no place to put the crude oil they carry. Yet there is no gasoline? Most of the independent refineries were bought out and closed down in the oil embargo of 1974 by the major oil companies, so now there is no competition for them. You don't suppose someone is playing games, do you?

Several phone calls before I finish this column tell me gas is now about 76 cents in most of the states and rising. Still no lines. It is over a dollar a gallon now in many places in California and still not available! In Texas it is still cheaper. In Europe it is still expensive. In Mexico it is around 50 cents a gallon and 18 cents for diesel. In Saudi Arabia it is still 22 cents a gallon. Of course, all those places, except Europe, have oil as a natural resource. I thought we did too, in California, but I must be mistaken, since these oil producers and our government surely wouldn't gouge their own kind. Other countries, possibly, but not the U.S. Certainly our government headed up by Standard, oops, Carter, wouldn't do that to us! They'd take care of their own first! In Saudi Arabia they are probably ripping off their citizens by at least 15 cents a gallon! How immoral! □

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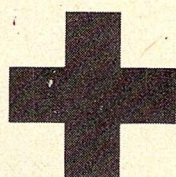
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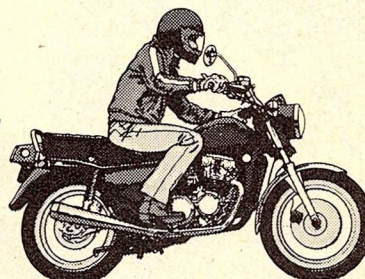
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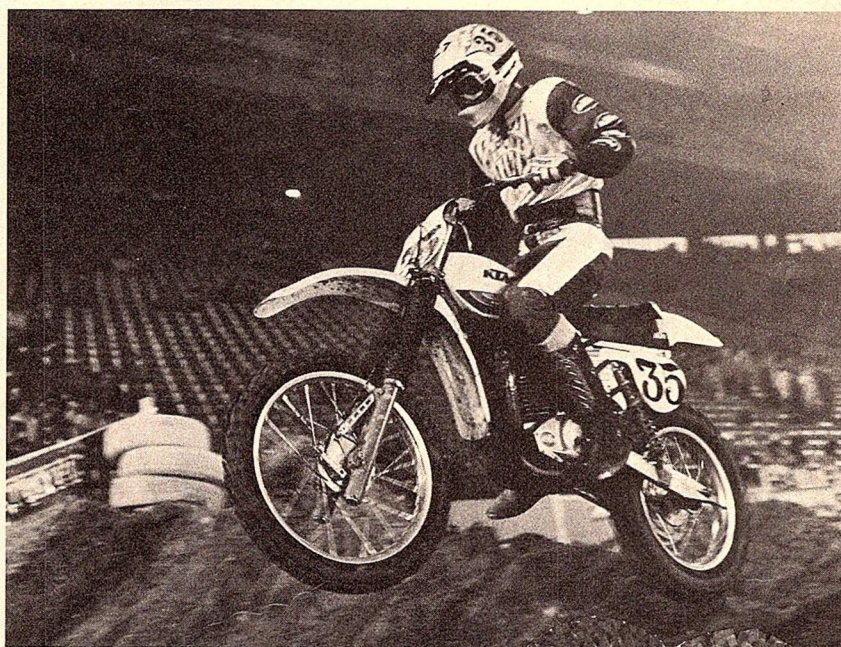


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Paper Training



Bryan Wade is known as one of the fastest starters in England. I wonder if he took a sneak peek at Al Baker's "Ace Starting Technique"?

While Bryan got off the line quickly, his momentary loss of balance caused him to lose that valuable half-second jump.



"Ace Starting Technique" By Al Baker

□ Most holeshot artists will agree that it takes practice time and mental training to master the perfect start, or "holeshot."

Mental preparation is extremely important before you line up. All pressure thoughts should be forgotten. The first-turn leader usually has the advantage, as he has the first shot at all the hot lines. A smart rider will stamp out all thoughts about the rest of the world before he is ready to head for the line. In your truck, close your eyes and mentally concentrate on everything that is going to happen in the next hour. Do not talk to anyone, and ignore all questions — as you are in your own world until the race is over.

Now, position yourself at the line so you will be aligned with the first turn's inside line. Always select the shortest and smoothest line. Seldom will you be able to pass on an outside line, so always dive to the inside pole on the track. Know the starter and his actions and reactions. Try to watch a few starts so you are aware of the exact time the flag or gate falls. When it is time for your start, try to read the starter's actions and outguess the rest of the starters, even if it only amounts to half a second. That half-second will amount to a couple of seconds at the first turn.

The answer to any drag race lies in power and timing. You can have more power than the next guy and lose the drag if you don't apply it to the ground properly. Then again, you can have less power and smoke the faster machine. The answer is proper body positioning, using the power at its peak and keeping the power at its peak in each gear. Don't start your

engine until 20 to 30 seconds before the race starts (keep it cool). Clean out the engine with your gas valve off. Now position yourself. Put your chest over the handlebars, rest your crotch on the forward-most part of the seat and balance yourself with each toe tip on the ground. Each leg's weight distributed evenly will keep the bike's weight neutral (straight up), even when driving at full throttle off the start. If one leg is on the peg and one on the ground, nine times out of ten you will veer to one side when accelerating under full throttle. This will mean slowing down or extra feet traveled to correct your position.

Now, pretend you are at the start. With the engine running clean, your gas "on," your chest over the bars and the tips of your toes on the ground, select the tallest gear that will pull you and your bike off the line without bogging — usually first gear for 125s, second for 250s and third for 500-classes. Then, five seconds before the start, hold the throttle at 7/8 to full-on position and dump the clutch at a speculated 1/4-second before the starter releases you. Once your tire is digging a trench, and your rear wheel is working like a gyroscope for the bike, pull both feet up to the pegs at the same time, catch the next highest gear and position your rear at the back of the seat for maximum traction. Know your engine's powerband and quickly power-shift at each gear's maximum horsepower. Do not over-rev the engine.

Properly executing the "Ace Starting Technique" will almost assure your buddy an excellent view of your rear tire. □

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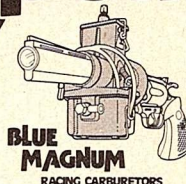
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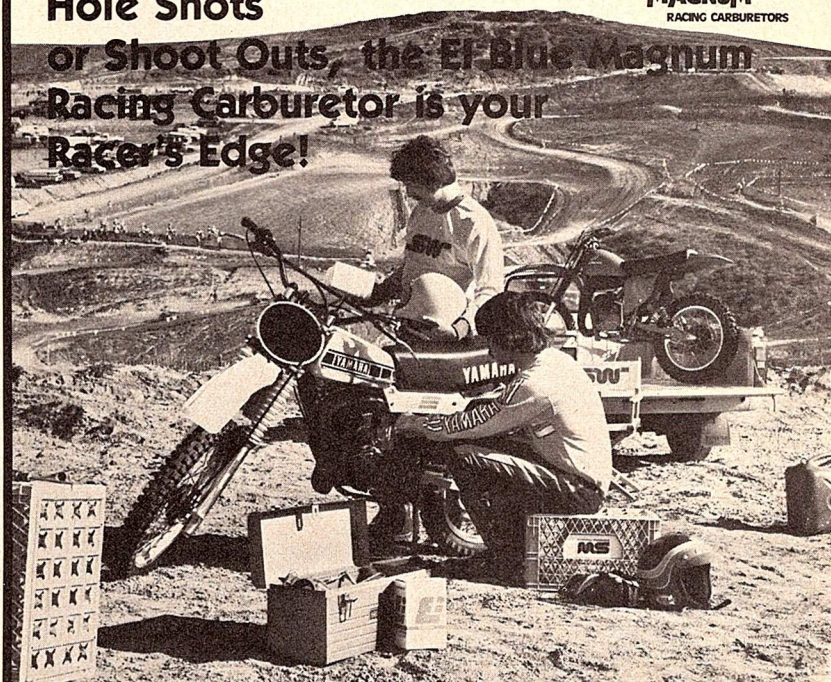
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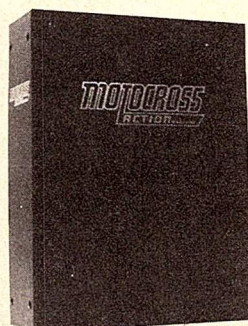
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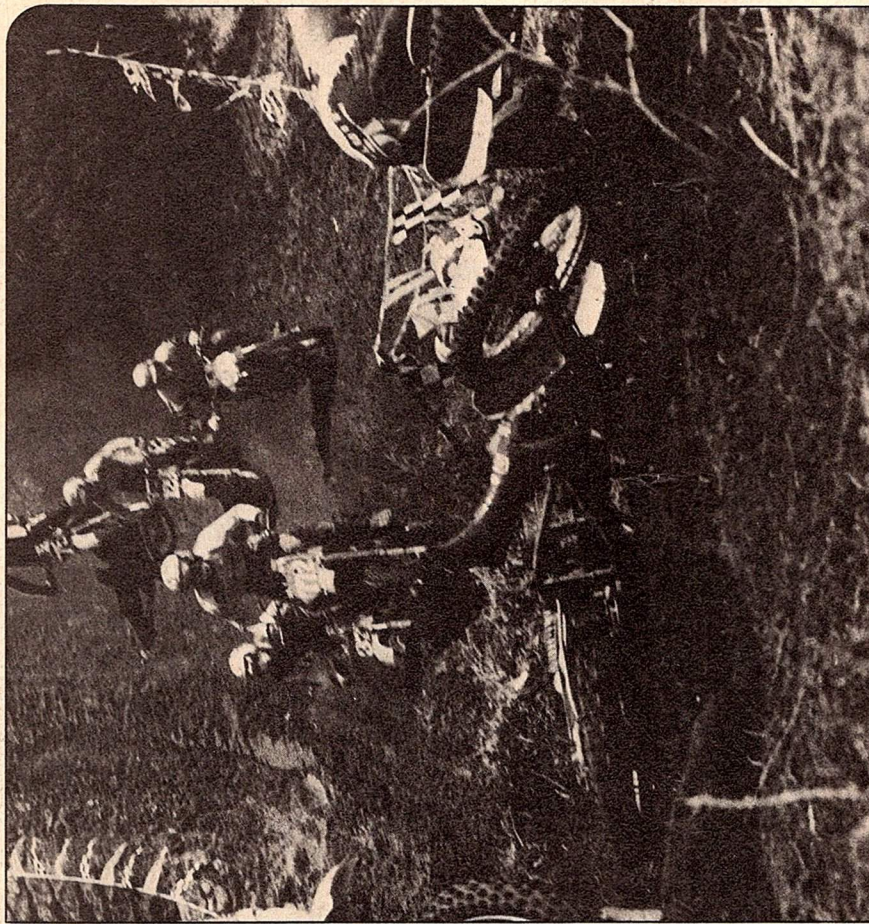
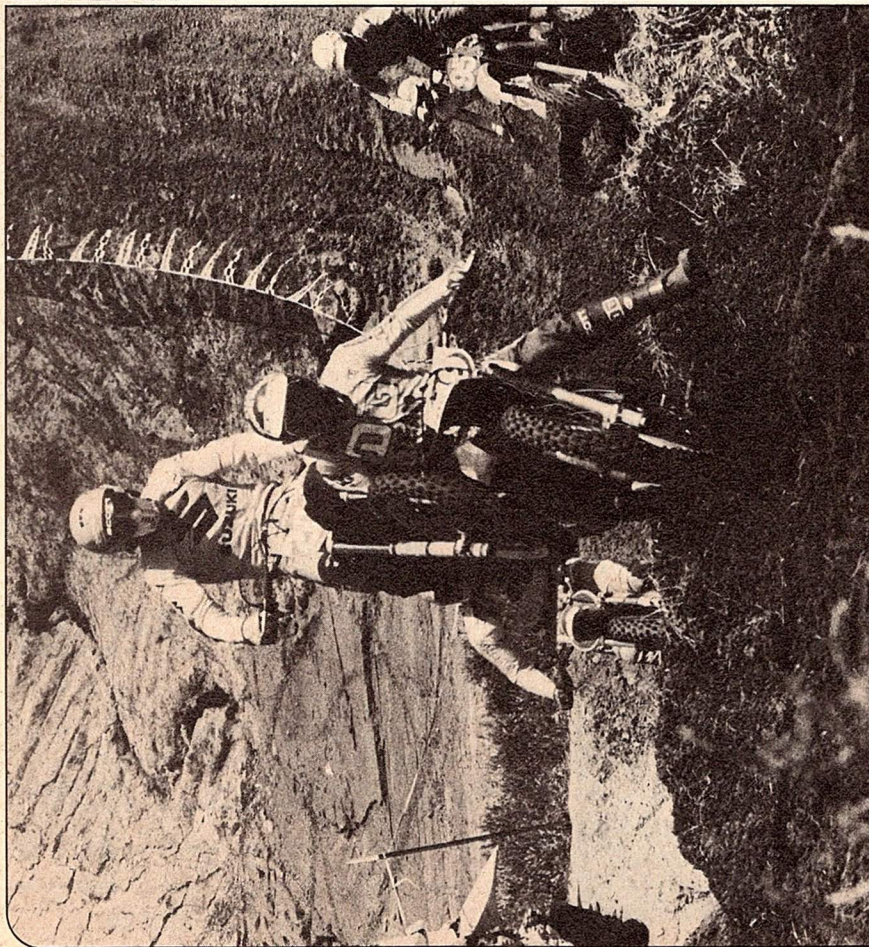
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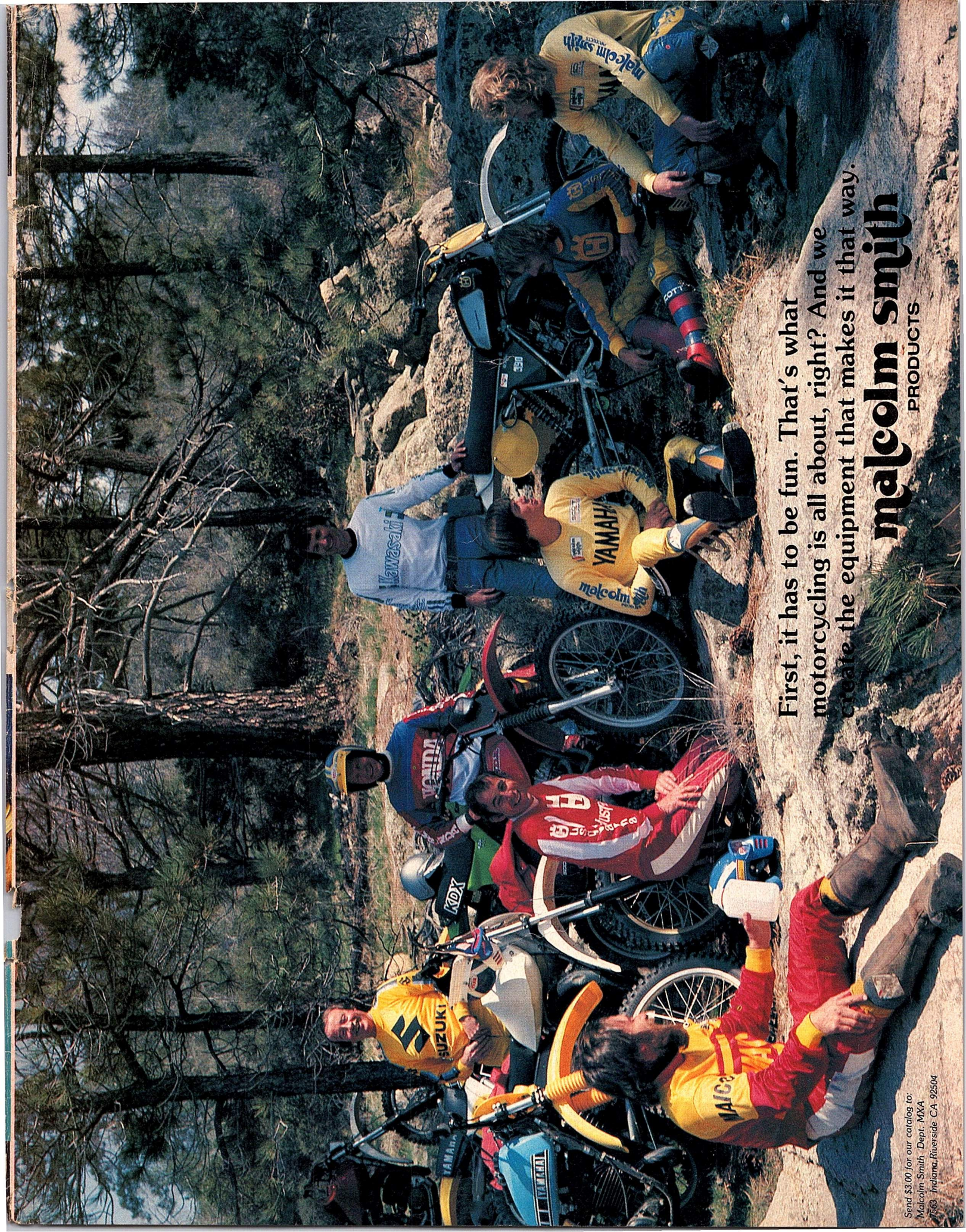
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